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The Other Side of the Earth

BY

W. W. WHEELER



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THE OTHER SIDE OF THE EARTH

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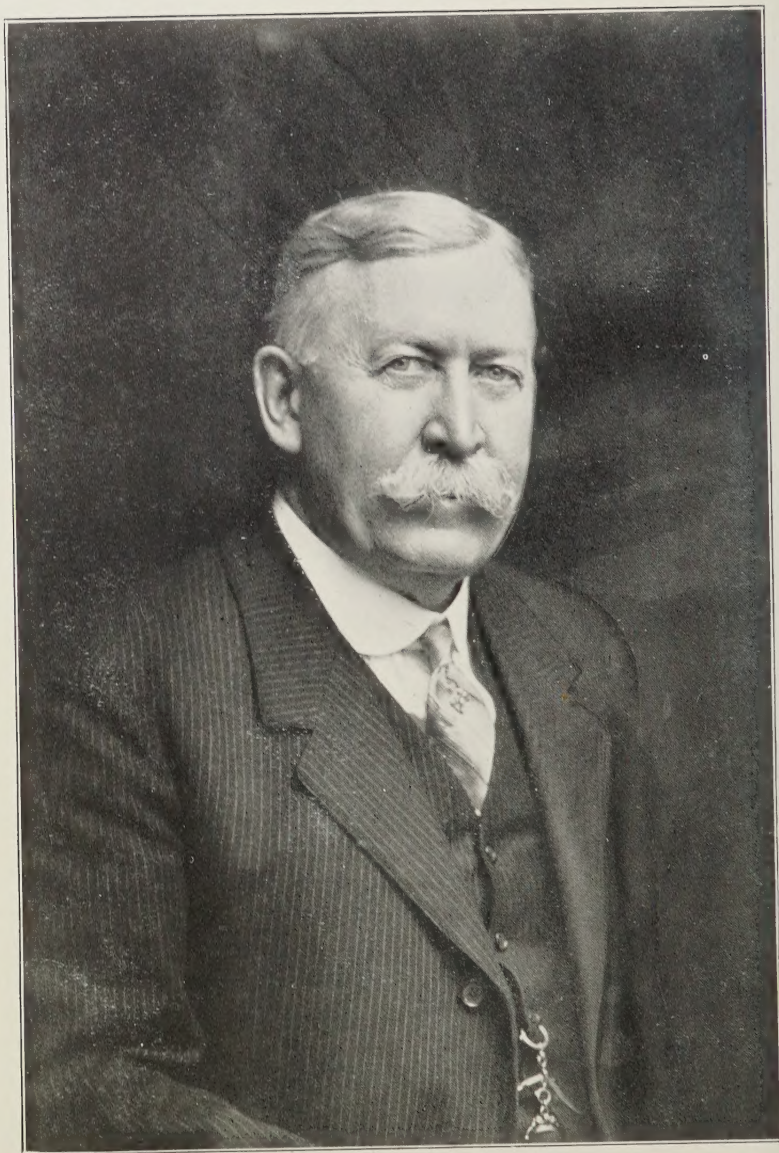
AUTHOR OF
"THREE MONTHS IN FOREIGN LANDS"
"A GLIMPSE OF THE PACIFIC ISLES"
"ENCIRCLING THE GLOBE"
"DISCOVERIES IN SOUTH AMERICA AND WEST INDIES"
"OUR HOLIDAY IN AFRICA"

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Sincerely Yours
W. W. Wheeler

PREFACE

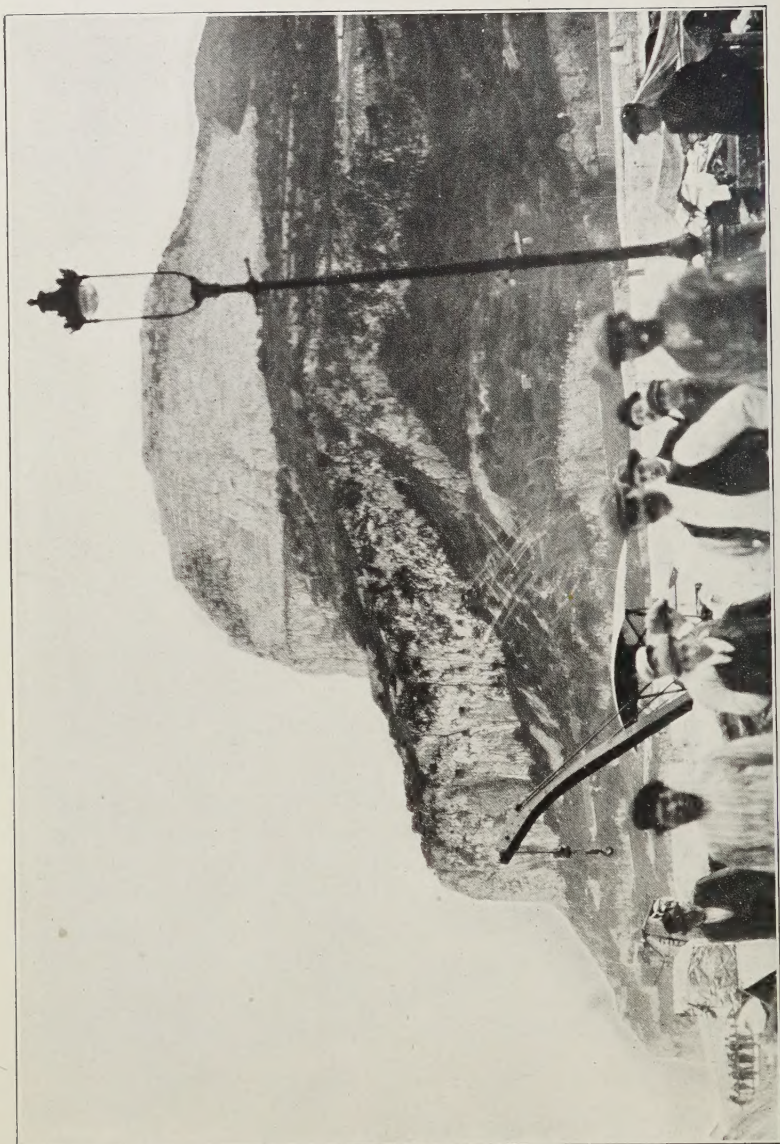
This little book tells the story of a trip we took in 1913 through Southern India, Ceylon, Japan, Korea, China, Siberia and Germany. Take a look at a globe and you will see readily that the greater part of this journey was on "the other side of the earth;" hence the name.

The book contains one hundred and seven half tone, full page cuts, of men, women and scenes which we saw as we made the trip, typical of the people and the places, and so much different from our own scenes, that you may be interested in seeing "how they look" just as well as ourselves. In fact, the incentive for writing this little book and for taking these photographs, was really to show these countries and peoples to our friends as nearly as possible, the way they appeared to us, and we hope that you may be interested in the narrative and pictures. We were so greatly interested, that we thought you might be glad to make this trip with us.

The Americans are getting to be the greatest travelers on earth. We met on this trip, nearly, or quite as many American travelers as all other nationalities combined. That demonstrates that our people like to travel, and most individuals who are fond of travel will no doubt like to read this brief sketch of our trip, and we hope you may derive information, pleasure and enjoyment in its perusal. We were greatly pleased to have the opportunity to see these countries and now realize more fully than ever, what a great blessing the good Lord conferred upon us when he cast our lot in the United States of America.

THE AUTHOR.

GIBRALTER



ROCK OF GIBRALTAR—THE END TOWARD SPAIN.

GIBRALTER

On January 21, 1913, we sailed from New York on the S. S. Cedric for a holiday trip in foreign countries. The voyage across the Atlantic was about as pleasant as this voyage usually is in January. The North Atlantic is noted as one of the most tempestuous oceans on the globe, and January is one of the stormy months. We arrived at Madeira without incident worthy of note. As we have been here several times, and have described this beautiful island in our former trips, we will omit any description this time, and pass on to our second stop.

GIBRALTER.

On January 31, 1913, we called at *Gibraltar*. "The Rock" at the highest point, 1361 feet high, is from one-half a mile to one mile wide, and two miles long. It stands with its sloping end towards the sea, the end toward Spain being almost perpendicular. The north side also is very abrupt. The ascent may be made from the sea, or east end, with comparative ease, and the south side, which faces the bay, or harbor, while quite steep, has a few slanting roads or paths which lead to the top, which is only a few yards wide and is occupied with British artillery and a Marconi wireless telegraph station. At the base of the rock on the south side is the town of Gibraltar, having about twenty-five thousand population, extensive dry docks and ship repairing establishments. The south side also has a thin covering of trees where monkeys, rabbits and partridges are said to be numerous. One tribe of monkeys make their home in the city park and beg cakes and nuts from visi-

CEYLON



AN AMERICAN GIRL JUST STARTING OUT FOR A RIDE, COLOMBO, CEYLON.

COLOMBO

tors. In the central part of the little city is the Trafalgar cemetery, where lies the remains of those gallant British soldiers who sacrificed their lives to capture this great naval fort in 1704.

Sailing in on the bay side, we went beyond "The Rock," which is connected with the main by a strip of low land about half a mile wide, and on coming out, we sailed almost around it, so that we had a good view from every side. Also we took a carriage and drove the whole length of the little city, which occupies the lower slope of the bay side. The population is made up of Moors, English and a few from almost all nations of the earth. The streets are narrow, very irregular, and many of them very steep.

We drove as far up the Rock as possible, then got out and walked for half a mile or more up a very steep path which leads part of the way through tunnels and past big guns, which are located in pockets cut into the rock, and simply have port holes where the gunners may sweep the sea and at the same time be entirely unexposed. The whole mountain is honey-combed with pockets, in which are located cannon in great numbers, facing in every direction. Nature has made this the greatest natural fort in the world, and the British have added much to it. The location is such as to command the Gibraltar straits, and woe be it to any enemy's vessel which might undertake to enter the Mediterranean. As this is the only way to enter this great inland sea, except through the Suez Canal, it would appear that the Englishman must be the guardian of all Mediterranean ports.

COLOMBO, CEYLON.

On February 22, 1913, we arrived at Colombo on "the other side of the earth," capital of Ceylon Isle "where every

INDIA



STREET SCENE, MADURA, INDIA.

TUTICORIN

prospect pleases" and "only man is vile." Thirty-two days on the voyage from New York, but we made several stops at points on the way. Otherwise we might have made the voyage in twenty-five days. We think the poet who wrote the above quotation, about the "only man is vile" did a great injustice to the mild mannered "Singhalese" of Ceylon, as he is in fact a higher class than most of his native neighbors in this part of the "far east."

On the 24th of February we took a small steamer of the British-India line for Southern India to visit the Hindu temples. The distance across to the main land is one hundred and eighty-five miles and we made the voyage with speed and comfort, spending the night in crossing.

TUTICORIN, INDIA.

The next morning we anchored five miles off the coast of Tuticorin, India, as the ocean on that shore is so shallow that we could not come closer. We were taken to the dock in a small steam launch and set down in the Indian custom house of Tuticorin, which is under the direction of an officer of the British army, detailed to collect the customs of this port. When this officer learned by our customs declaration that we were Americans, he was very affable and did not search our baggage, but the East Indian who lands at this point is very thoroughly searched and all his luggage. The customs officials here are looking out for cigars, liquors and firearms, particularly the latter. No one is permitted to take firearms into India without permission of the customs officials. The East Indians are not permitted to have any kind of firearms, and it is best to have it this way, as these millions of native Indians are much easier controlled when they have no firearms.

This little city of Tuticorin has a population of 25,000

INDIA



RAILWAY STATION, MADURA, INDIA.

TUTICORIN

Indians and almost no other people. It has a good business and exports cotton, coffee, tea and cattle to the value of about \$16,000,000.00 per annum, besides many thousand coolie Indian laborers, who go out from this port every year to labor in Ceylon and other near ports, where labor is not so plentiful as it is in India. It is a great blessing that there is an opportunity for even comparatively a few of these poor coolies to find work elsewhere, as their lot is pitiable in Southern India. There are such great numbers of them everywhere in this section and not enough work for them all. Indeed, it seems to us a mystery how these great numbers can get enough to eat, and in fact it is doubtful if many of them ever do get enough to eat. They chew beetle leaves, which we are told stays the pangs of hunger.

The dry season has begun and vegetation already looks dried up, except where they irrigate, but in those sections near the rivers, when water can be obtained, it is pumped over the fields and crops look fine, particularly the rice crop, which is the principal irrigated crop.

Traveling on the Southern India Railway is quite comfortable in the compartments of the express train, which have space for two in each compartment and an electric fan, but no bedding. We carry our own bedding and we are better satisfied to do so. There are no hotels on this line south of Madras, and really there is not enough first-class travel to justify having hotels in this section. Yet it is sometimes quite inconvenient to be put off in a large city and have no place to sleep. The railway has in the largest cities built a few rooms over their stations. For illustration, at Madura the railway has six rooms which they rent to travelers; when we stopped at that point we made haste to engage a room, and were in time to do so, but there was only one room left after our engagement. These rooms were furnished with bedding and mosquito bars, but in some other places there is nothing fur-

INDIA



RAILWAY STATION, MADURAI, INDIA.

MADURA

nished but the room, and if one is not on hand in time he does not get even a room, as the railway company will not accept reservations ahead, but let their rooms to the first lodger who makes application for immediate use.

MADURA.

Madura is perhaps one of the most interesting cities in this part of the world. Population 133,000, situated on the Vaigai river. The records show that it was occupied as a capital by the Pandya kings 155 A. D., and probably thousands of years before that. A Jesuit Mission settled here in 1606. The *Great Temple* was built in 1623 by *Tirumala Nayak*. One wing was dedicated to the god Siva, and the other wing to his consort, the goddess Minakshi. This wonderful temple is 847 feet long by 729 feet wide and has nine prominent gateways or *Gopurams*, as they are called, the highest of which is 152 feet high. Each of the pyramid gateways outside is covered with images or gods. There were more than five thousand of these images on the largest, some painted yellow, some red, and others blue: they present a striking appearance. The largest and most important, as well as the most artistic gods, however, are in the inside. Siva, to whom this temple was erected, is represented in numerous forms. We do not write down the names of even the most important of these, some of which govern war, others peace, others the rains, and the crops: a separate god for everything one could imagine, and many others not as yet assigned to any special duties. There is a large pool of water covering some acres in one part of the temple, walled all the way around, and has broad flights of steps on each of the four sides, going down to the water. Many of the natives bathe in the tank, as it is called, and some wash their clothing in it. The water is stagnant and smells very bad. A good place to breed disease

INDIA



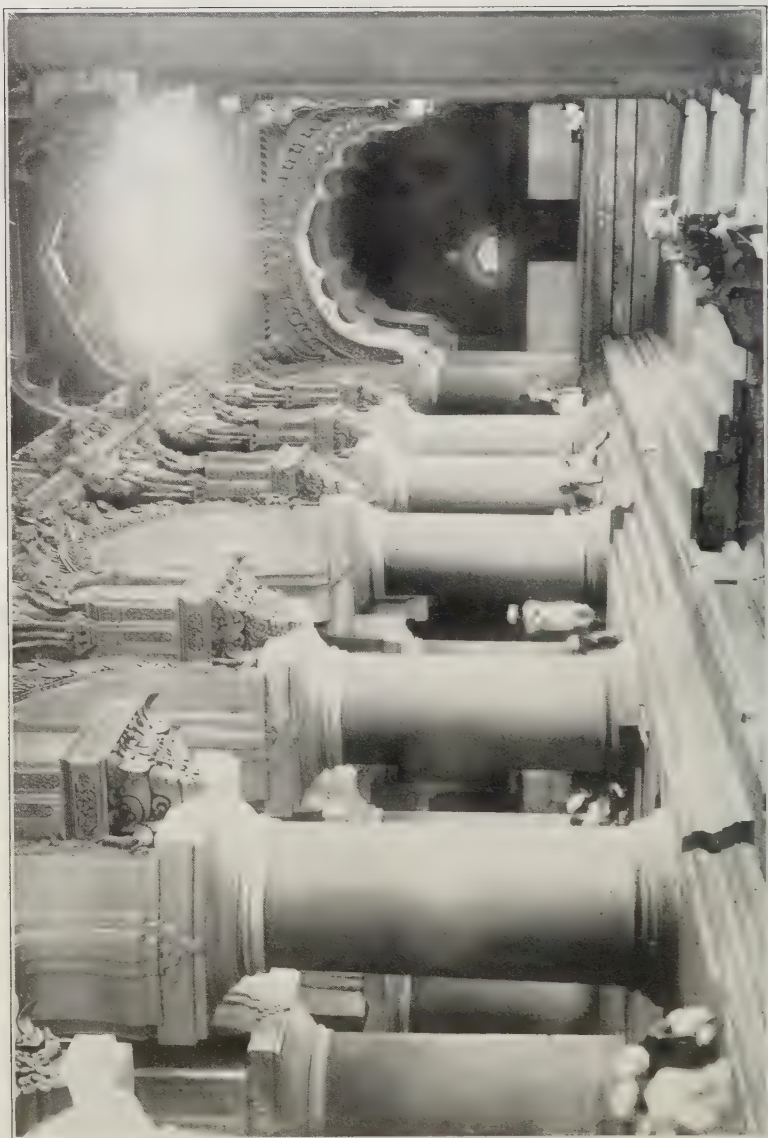
POOL INSIDE THE TEMPLE, MADURA, INDIA.
Also showing three gateways of this immense temple.

MADURA

and mosquitos. All around this tank is a wide corridor with painted walls, representing the different gods. These colors are red, blue and green, and nearly as fresh as when first put on. In another part of this great temple is a hall, called the hall of one thousand pillars, and by actual count (not counted by us), there are nine hundred and ninety-seven carved stone pillars, about eighteen inches square. We walked nearly all one morning through the various halls and corridors. The ventilation is bad in some parts and foul smells have accumulated during the past centuries. There are two sacred shrines here, where Christians are not permitted to enter, but the doors were open and we could see the gods at the end of the chambers, with candles burning around them and the Hindu worshippers bowed down to the floor. There are also two sacred elephants here, kept for use in religious festivals. Their keepers are ready to make them do tricks for the visitor and beg a few coins. The temple is lighted at night for an hour with great numbers of candles, and is said to make a grand show, but we did not go to see it at night. This temple is nearly three hundred years old and the images on the outside are made of plaster. After three centuries of exposure to the weather, they are still almost as good as when new.

About the same time this celebrated King Tirumala Nayak built a palace for himself in Madura said to cover twenty-seven acres, and grand beyond our powers of description. After other dynasties came into power it was allowed to go into decay, and when the English took India it was not in use, as the Mohammedan powers declined to go to the expense needed in repairs. Lord Napier, the English viceroy, decided to remove all but the eastern portion, about one-fourth of the original palace, and this he repaired at an expense of \$5,000,000, making a fire-proof structure, for use as courts and public offices. The building now looks modern in style and is said to be the finest structure used for law courts in India, or the world. It opens out on an inner court like the Spanish style of architect-

INDIA



CORRIDOR IN THE OLD PALACE, MADURAI, INDIA.
Now transformed into a law court.

MADURA

ure. This court is 252 feet long by 151 feet wide and is filled with tropical flowers, plants, walks and drives. A wide portico runs all the way around, and off from it are the public offices and court rooms. There are a great many different court rooms, and court was in session in many of them while we were looking on. Nearly, or quite all the judges and advocates and officers of the court are jet black Indians. We had a Bramin lawyer for a guide through the building and out over the roof. He told us that there were over two thousand practicing *Liars* who had offices in this court; as he could not speak the English language very plainly we thought he intended to say lawyers. We were referred to the building superintendent, a very black man with white hair, for a permit to go through the building and out on the roof. He wrote out the permit for us, and speaking excellent English, assured us that this permit was free, no charge to us. He was very bland and courteous and we were much overcome by getting anything free in India. The English language is required to be used in all public litigation.

We drove out to the eastern part of the city and passed a great many *dye works*. Madura is noted for skill in dying cotton, woolen and silk yarns. There are over two hundred factories here in this business. There is a small lake on the eastern side of the town, where the clay was taken out to make brick in building the temple; it is walled up on all sides, has a wide flight of stairs on each side, and a small temple built in the center, which is only for show, as it cannot be reached except by boat, but it makes a very pretty scene.

The streets of the older part of Madura are numerous and have open sewers, or gutters at each side. The modern streets are of good width, but the health of the city cannot be good as they have no sewerage and the people are packed in small houses of one or two stories, built of mud and brick with tile roof. There are more schools in this part of India than in the

INDIA



PAINING AND CARVING INSIDE HINDU TEMPLE, MADURAI, INDIA.

MADURA



WONDERFUL CARVING INSIDE HINDU TEMPLE, MADURA, INDIA.

INDIA



STREET FESTIVAL, THRICHINOPOLY, INDIA.

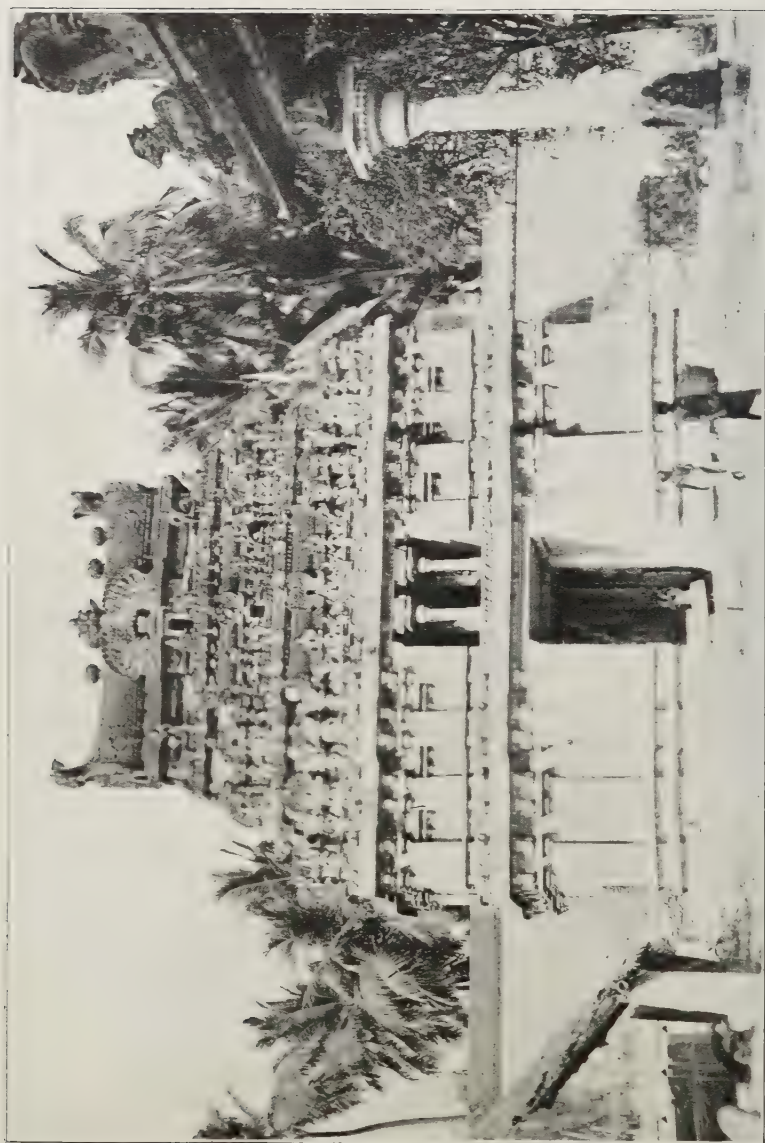
THRICHINOPOLY

central parts, and education is more general. The American Mission has been doing good work here. We called on the Reverend Dr. Chandler and Mrs. Chandler: they are glad to see Americans. They have quite a large compound, in which is located their schools and college, as well as their residence. Both the Doctor and Mrs. Chandler were born here and have been missionaries at this place all their lives. Their parents were in this mission when they were born. This good work has grown under their direction, so that there are now many Christian churches scattered through Southern India, which are served by native Christian preachers and are self supporting. While the cause of Christianity here has made steady growth during these past sixty years, still the masses are idolaters.

THRICHINOPOLY.

Trichinopoly is a city of 122,000 population, about one hundred miles north from Madura, and is another important temple city. We were fortunate here also in getting one of the rooms over the railway station, so that we had a place to lie down and sleep during the night. The name is properly Tirusirapalli, or "the city of the three-headed demon." Not a very cheerful or attractive name, to be sure, but these Hindus seem to take more interest in demons, snakes, etc., than in what to us would be more pleasant. The fields in the vicinity of Trichinopoly are mostly under irrigation and a fine crop of rice is coming on. There is a large boulder in the city two hundred and seventy-three feet high, which has a small Hindu temple built on the extreme top. There are stairs cut into the rock all the way up and we climbed to the top to take a picture of the temple and get a view of the city from this high point. The weather was extremely hot and we sincerely regretted un-

INDIA



HINDU TEMPLE, TRICHINOPOLY, INDIA.

THRICHINOPOLY

dertaking the ascent long before we had completed it. The view from this elevation is grand, and one can see over the country and city twenty or thirty miles. There is a good sized river here, the Canvery, which affords the irrigation water, and a very fine concrete bridge nearly half a mile long spans what is nearly a dry channel at the present time, but in the wet season has a heavy flow of water half a mile wide, and from it these plains (which have been producing crops for five thousand years), are still made to bring good crops of rice.

The great temple of Thrichinopoly is called the Temple of Sri-Rangam, and is the largest temple in India, the enclosure being 2880 feet by 2475 feet, over one hundred and sixty acres, but this vast space is not all under one roof. One stone in the great arch of entry is twenty-nine feet seven inches long by four feet seven inches broad, and eight feet thick. Our present machinery could hardly handle such a rock. There are several other rocks in this structure forty feet long. The main gateway, or "gopuram," as it is called, is one hundred and fifty-two feet high, and the arched passage which we passed through to enter is forty-eight feet high. There is one room in this temple which has one thousand pillars, at least that is what the guide said (we did not stop to count them); no doubt their count is right. These pillars are eighteen feet high, about eighteen inches square and are carved with figures of gods, demons, serpents, etc., showing excellent workmanship. To look at the photographs shown one might think the gateway or gopuram was the temple, but it is really only one of the gopurams, and in this temple there are seven, all covered on their outer walls with gods, as closely set as possible. Taking the large number of gods on the outer walls and the inner walls, there are no doubt over twenty-five thousand. This temple was erected over three hundred years ago and still those gods on the outside walls, while made of plaster, look in as good shape as when they were built. We are greatly surprised that this material can stand the weather so long. We walked

INDIA



TEMPLE GATE, THRICHINOPOLY, INDIA.

Notice several similar gates in the background at the left;
all gates to the same great temple.

THRICHINOPOLY

through this temple for nearly two hours, and quit because we were tired and hot, but had not seen half of the structure.

We then went to another temple, called the Jambukeswar, about a mile from the first. This is said to be of better proportions and a more shapely building than the great Sri-Rangam, but for some reason, for the last hundred years it has been going to decay, and some of the walls are not now in good condition. The Hindu, "Ramasami Chettiar," has raised a very large sum of money, several "lac's of rupees," so we were told, to repair and put this temple in good condition. There are lying beside the temple, hundreds of new stone pillars, carved just like the old ones, and about ready to be put in place. It was a religious festival holiday when we were there and no work was being done on that day. This religious festival procession was passing through the streets nearby while we were viewing the temple. They carried a large box or frame work, about ten feet long, five feet wide, and ten feet high, covered with canvas, the outside being painted with figures of gods, demons and serpents. This is carried on the shoulders of men, while other men go before it making hideous noises (they call it music), and dancing; before them goes the sacred elephant, and behind them follow the worshippers (we would call them the rabble), making all kinds of noises, yelling and shouting. That is a forcible and loud kind of worship. It appears to us this vast expenditure of money to repair this old temple should be applied to some worthy object of charity, for these half starved Indians. We have not seen any extensive repairs of temples going on elsewhere and think the Indian government should prohibit such a wasteful and idolatrous expenditure, but the English are so diplomatic with these East Indians that they never interfere in any way, if their actions are not disloyal to England. Yet to one not in touch with the government, it does not appear to be good policy to permit the building of more temples for idolatrous worship, or the rebuilding of these going into decay.

INDIA

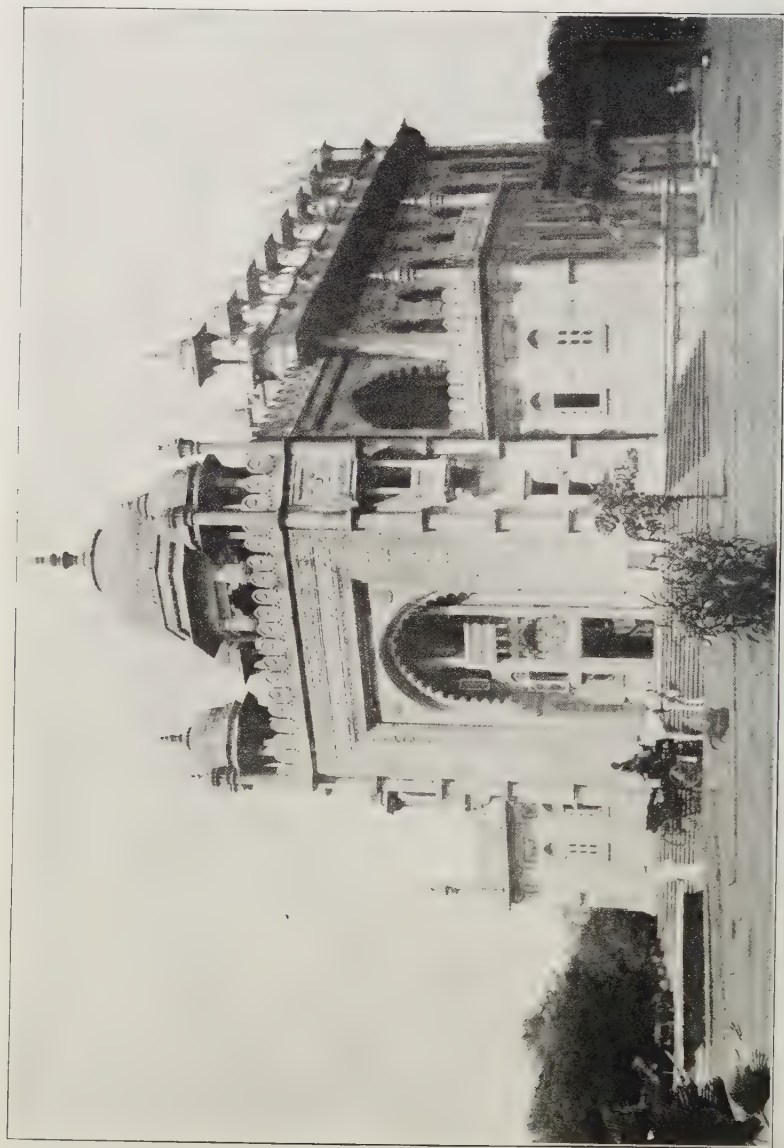


NATURAL ROCK FORT, 273 FEET HIGH, THIRICHINOPOLY, INDIA.

MADRAS.

Madras, the capital and chief city of Southern India, where we next called, has a population of 411,000 Hindus, 57,000 Mohammedans and 41,000 Christians, and this proportion may be taken as a fair representation of the devotees of religions in this part of India. There is a Roman Catholic cathedral, called "San Thome," said to be built over the earthly remains of Saint Thomas, and his tomb is under a large trap door on the south side. This cathedral was founded by the Portuguese in 1504. The Protestant Christian world might take courage from the figures, still it looks like the Christian population should be much larger, as Madras was one of the first places occupied by the East Indian company, over two hundred years ago. There are none of the large ancient Hindu temples in Madras, but there are several good hotels, which to us seems very much more desirable, particularly after traveling from Tuticorin through a country where there are no hotels. This city is unique among the Indian cities, in that its streets are eighty to one hundred feet wide, while there is no sewerage system, still the smells are not as bad as in other places, because of the wide streets and the scattered plan of building. There are very few streets which are built up solid in city fashion, but generally the houses are separated and stand alone. The city extends for nine miles along the sea coast and four miles inland; it might be called a city of magnificent distances. There is a system of water pipes laid through most of the central streets and water is free to the Hindus, which is a great blessing. The most beautiful driveway is along the sea shore, where the suri rolls in, called the *Marina*, and here the populace, rich and poor, and every color, all that can afford any kind of a vehicle, motor car, garry, ox-cart, or rickshaw, all come from five to seven every evening for a drive, while the cool sea breeze fans the beach. The road is one hundred feet wide and the beach of sand along the sea, about two hundred feet wide, is where the children

INDIA



VICTORIA TECHNICAL INSTITUTE, MADRAS, INDIA.

MADRAS

play; it is a very interesting sight. Madras exports about twenty million dollars in value every year, made up of hides, coffee, tea, cotton and sugar. It has a very good system of electric tram cars and electric lighting, and is situated thirteen degrees north of the equator. The city has the direct rays of the tropical sun and was quite hot when we were there, March 1st, but their really hot weather comes in June, July and August, and during those months tourists do not come here for pleasure. In fact, the months of December, January and February are the only comfortable months for the tourist in India. The British army headquarters for Southern India are here, and the presence of many soldiers, as well as officers and their families, adds very much to the life of the place.

In strolling about Madras we noticed several Catholic and many Protestant churches, a Y. M. C. A. building, also a Y. W. C. A. building, and the salvation army preaching on the streets, several public school buildings, a higher educational college and several hospitals. The Victoria Institute, where all art goods may be left for sale by the government, is here. No charge for the selling service, except actual expense. Also a museum for all past history of India is shown by a large collection of every conceivable kind and description. A hasty glance shows that Madras is up to the times in most modern improvements, and the common people seem well satisfied, although their general condition is extreme poverty. So far as we could discover, the common people have no furniture of any kind in their homes, but eat, sleep and sit on the mud floor of their huts. They do not use much soap and wear their thin cotton garments until they are worn out, without changing. This has reference to the Coolie class, which is much the most numerous; there are few wealthy merchants among the natives.

In central and northern India, the native addresses the white man as *Sahib*, but here in southern India, the native addresses the white man as "*master*," in every case and is very


INDIA



NATIVE HINDUS AT BATHING BEACH, MADRAS, INDIA.

MADRAS

respectful. While the "color line" is very distinctly drawn between white people and colored people, we saw nothing to indicate that there is any friction between the races. The greatest friction here is between the castes, and much trouble is likely to occur between the different castes, until they are done away, which may never be. They are very particular about their caste and a lower class man cannot eat with his higher class neighbor, nor can he eat or drink anything cooked or prepared by his lower caste neighbor. Many of these caste neighbors would help others not of their caste, if it could be done without losing their own caste.

Many of these Indian people mark their foreheads to indicate that they are a follower of some famous god. For example, many of them mark in their foreheads a  the letter "V" being made in white and the mark between the columns of "V" is done in red. We were told that this indicates that they are followers or worshippers of the god Siva. Others have a simple red dot on their forehead to indicate their religion and the god they worship, while still others paint three lines across their foreheads with ashes or chalk and also paint white marks across their bodies. This does not indicate what their religion is, but shows that they are "pure." These outward marks for show would not, of course, be regarded by the American. The fact that the Indian paints his forehead and part of his body to indicate that he is "pure" does not convince us, as we have no faith in such a claim made by any one, particularly an East Indian; but possibly, they may be as "pure" as we would be, under the same circumstances. We scanned the map of India and it shows nearly, or quite half the empire to be still under the control of the native Rajah (East Indian Prince), who for reasons best known to the English government were permitted to retain their authority over the people and their ownership of lands in their respective districts, when peace was made with India. There are, according to the map of India, about twenty of these "native feudatory and protected states," where the

CEYLON



HINDU TEMPLE, COLOMBO, CEYLON.

COLOMBO

Rajah claims to own all the land and requires half of every crop for his share. This makes those Indian princes among the most wealthy class of the world. Most of them are now educated in England and have various incomes from half a million to many million dollars per annum, while their poor people strive to earn an existence (we would not call it a living), and die of actual starvation in great numbers, whenever a partial crop failure occurs. These native Rajahs cannot make any laws which are not satisfactory to the English government, as an English secretary or adviser is appointed by the king to advise the Rajah about any laws which he wishes to make.

COLOMBO, CEYLON.

On March 3, 1913, after a week in the Southern India temple district, we returned to Colombo, Ceylon. This island, which is a crown colony of Great Britain (that simply means is entirely governed by appointees of the king), is one of the loveliest spots on the earth, lying about six degrees north of the equator. It is tropical in people, plants and vegetation. The population of the whole island is four millions, of which two and a half million are *Singhalese*, one and a quarter million *Tamils*. Tamils are born in East India, or of East Indian descent. Six thousand only are white people or Europeans, mostly English. The small remainder are Malays and Moors. As every one knows, Ceylon is one of the largest *tea* producing countries of the world, and the quality is the best. The production of cocoanut oil is next in value. Cinnamon ranks third in value of products of the soil. A large amount of plumbago is exported, and also a little coffee and cocoa. Rubber trees are being planted very extensively and no doubt in ten years, that will be one of the most important exports. The

CEYLON



STREET SCENE, COLOMBO, CEYLON.

COLOMBO

total value of all exports in 1909, according to the government statistics, was sixty-five million dollars, and some increase is being made every year.

Ceylon has been continuously ruled by Europeans since 1507; first by the Portuguese, then by the Dutch, and for the past hundred years by the English. Things move very slowly in all this far eastern country, and while this island has really been ruled by the civilized white race longer than our own country, still much of it, outside of the cities, is in a very primitive condition. The Singhalese people, who are greatest in number of the population, are a higher order of humanity than their neighbors, the East Indians. They are dark brown in color (not black). The men wear their hair long, just the same as the women, and tie it up in a knot at the back of the head. If they are financially able, the men wear a turquoise shell circular comb in their hair, on top of the head. Their dress is much like that of the women, usually a short jacket around their shoulders, or nothing at all, and a long piece of white cotton cloth wrapped around the lower part of the body for a skirt, so that they have a kind of "sissy" appearance. Many times it is not easy to tell by their dress whether the individual is a man or woman.

The Buddhist religion was in favor here when that cult was in its prime, many hundred years ago, but has declined very much in the past two centuries, although there are many yellow robed Buddhist priests to be seen on the streets; there are but few of their temples here, and those seem to be in a state of decay. The Hindu temples are more in evidence, at least in the cities, and there are but few of them. Really the Catholic and Protestant churches are much more numerous than the old Idolaters' temples, and the mission schools are located in every city, both for boys and girls. When the Portuguese were in possession of Ceylon, they planted many Catholic churches and some schools, these are still in evidence, and

CEYLON



RESIDENCE AT COLOMBO, CEYLON.

COLOMBO

Catholic missions may be more numerous than any other. We saw them in all the places that we visited. If the effect to Christianize these people should be pushed with vigor, idol worship will in a few years be virtually abandoned. There is one Buddhist college in Colombo, and one Buddhist temple. From the few heathen temples to be seen, we conclude that these people are not worshippers of idols, as a general thing. At least the masses could not worship in the few old temples now in use.

Colombo, the capital and principal city, has a population of 211,000, and is a thriving city. An excellent harbor has been made by building a break-water over a mile long, which cost over fifteen million dollars, including the landing piers and dry docks. This encloses about five hundred acres in the harbor, most of which is over twenty-five feet deep. Colombo is now the regular calling place for almost all the ships destined to the Far East, or to Australia. Ships are almost continuously entering or departing from this great seaport. The records show that the merchandise imports amount to more than \$75,000,000.00 per year. We could not enumerate the different articles, but Ceylon has almost no factories. While their wants are comparatively small, still four million people consume a large quantity of some kinds of manufactured goods. We do not think the business here in dry goods or clothing amounts to much, and a native has really no use for shoes. Even the table waiters in the Galle-Face hotel, the best in Colombo, go barefoot. In fact, none but the wealthy class of natives wear shoes, and many of them go barefoot in their business places. There is of course, a little business in cotton piece goods, but very few of the natives wear trousers of any kind; we did not see an overall factory on the island.

All the heavy hauling in Colombo is done in two wheeled carts pulled by two little hump-backed steers. These cattle are very small, weighing from four to eight hundred pounds, are

CEYLON



BUDDHIST TEMPLE, COLOMBO, CEYLON.

COLOMBO

usually thin in flesh, but pull good sized loads. They work right through the hottest days we ever saw, and do not appear to feel the heat. Most of the carriages for natives in Colombo consist of two wheeled carts, with a very low cover or top, just high enough for the passengers to sit flat on the floor; this conveyance being pulled by a little bullock, as he is called, not larger than one of our yearling calves. These little cattle will *trot* along all day in this tropical sun, which is hotter than any weather we ever have in the United States. In fact, the only way we could stand the heat in Colombo was to do our out door work before eleven o'clock in the morning, and then stay inside until after four. By this means we kept in good health in this equatorial city. We wear a white helmet, or cork hat, and carry a white umbrella sun shade, to prevent sun strokes. A great many people here have eye troubles, caused by the glare of the sun. Almost one man in ten wear colored glasses to protect the eyes, and there are great numbers of blind natives to be seen on the streets begging; they are in better flesh than in India, having more and better food.

There is plenty of employment for all who are willing to work here, so that none need to go hungry. But they do not work when they are not compelled to do so, to get something to eat. We were told that if the natives could get enough for two days' work to feed them for a week, they would only work two days a week, and the swarms of idle men in some parts of the native city almost fill the street. Still there are many wealthy Singhalese in this city; the number of beautiful residences owned by them are many. There are two exceptionally handsome homes in Colombo, fine stately buildings, as grand as many of the palaces of kings in Europe, which are owned by two Singhalese brothers; they stand side by side. We were told these two men made immense fortunes dealing in land. Also, we saw several *smart* young Singhalese out driving every evening, holding the reins over fancy high stepping horses, with a footman sitting behind. Many of them are sharp and

CEYLON



PARTIAL VIEW, "TEMPLE OF THE TOOTH," KANDY, CEYLON.

KANDY

alert business men, educated and speak English fluently. There may be four thousand Europeans in Colombo, but that is only about two per cent of the total population. Therefore, the greater part of every business must be done by the natives.

The crows are so numerous in Colombo that the hotels have printed signs in the rooms as follows: "Guests will be careful to not leave jewelry or anything bright on their dressing cases, as the crows are likely to carry off anything of this kind." This may look overdrawn to American people, but it is a fact that, if we have anything to eat in our rooms, these crows will fly into the room and help themselves, if we are not quite watchful. The people consider them to be great scavengers and never kill one of them; early in the morning about sunrise they begin their cawing and chattering, making a great noise. Then in about fifteen minutes the natives wake, and begin their incessant chattering, and between the two it is hard to get any sleep after sunrise. It is most enjoyable to get up early these bright balmy Ceylon mornings. The air is then pleasantly cool and all nature at its best. The missionary poet mentions that "Spicy breezes blow soft o'er Ceylon's Isle," but we are inclined to think this poet was perhaps never in Ceylon, as the only spice grown here is the cinnamon, and that does not make any perfume that is perceptible in the breeze. We were in the "Cinnamon Gardens" in Ceylon, but could not smell the cinnamon on the breeze. There is a little cinnamon aroma in the twig, if one is broken and crushed. We supposed that all the spices were grown here for export, but cinnamon is the only one that is grown to any extent.

KANDY.

On Monday, March 10th, we left Colombo by rail for Kandy, seventy-five miles inland, and one of the beautiful hill

CEYLON



STREET SCENE, KANDY, CEYLON.

KANDY

towns of this beautiful island. The railway is five feet six inch gauge, the widest we ever saw to be built through a mountainous country. The cars are quite comfortable and a restaurant car supplies the wants of the first-class passengers. The view all along the railway is enchanting; for several miles the country is all planted to rice, and at this season is all under water. As we get farther along where the mountains begin, we see many plantations of tea. Just now the tea plants are very green and about one or two feet high. The banana is also extensively raised here for their own use, and great quantities of them are shipped to Colombo. The cocoanut palm trees seem to grow wild, and wherever there is a little vacant ground it will be occupied by them. They are a beautiful tree here, and after seven years' growth, from that on to a hundred years or more, they grow one or two bushels of cocoanuts in the top of every tree, every year. In many places where tropical vegetation is dense, the cocoanut palm will be nearly, or quite a hundred feet tall, pushing its long thin trunk past all other trees, to get to the sun.

Kandy is the ancient capital of Ceylon. It lies in the low mountains, sixteen hundred feet above sea level, has a population of 26,000, is over five hundred years old, and is perceptibly cooler than the sea coast cities. The air in the early morning is rather chilly. It is what we could call a summer resort, although the summer is continuous here. There is a very beautiful little artificial lake near the middle of the city, about half a mile long, surrounded by handsome bungalows, hotels and beautiful hill scenery. Really the place is almost devoted to summer hotels, and the weather is, at this season of the year, very near perfect. The nights are cool enough to sleep under a light blanket, and the hours from eleven to four in day time are hot enough to make a lazy man want to take a nap. The Buddha temple, a very old structure, was built here five hundred years ago, to contain "Buddha's Tooth." The temple is still here, but the Portuguese took the tooth

CEYLON



LAKE SCENE, KANDY, CEYLON.

KANDY

away and burnt it centuries ago. Thereupon the Buddha worshippers simply made a copy of it and put it in place of the original and proceeded to worship that, which certainly was just as good as the original. No one is permitted to see this copy of the tooth. It is kept in a *shrine* which occupies the center of the temple courtyard, and is entered by four brazen doors, one each on the east, west, north and south side, but should one be permitted to enter this shrine, which is opened one hour each day, from 9:30 to 10:30; they will only see the golden coverings which hide the tooth from view. It is said this sacred relic lies on a lotus flower of pure gold, hidden under seven concentric bell-shaped metal shrines. We saw another copy of the tooth, which is much like the small end of a husking peg, and about two inches long. Why these Buddhists only got *one* of his teeth, the records do not tell us. Probably they might just as well have had *all* Buddha's teeth. At this time the Buddhist faith is almost dead in this country, and this temple is going to decay, although there are probably twenty yellow robed priests here who belong to this faith, and beg food from their local followers. During the wars between the Portuguese and Dutch the city was several times burned; everything except the temple.

The Perideniya Botanical Gardens, four miles from Kandy and a suburb of the city, are the pride of Ceylon, and by some competent and experienced travelers are said to be the finest in the world. They cover one hundred and fifty acres and have been about ninety years under the care of Botanists, to bring them to their present high state of culture. The palm trees in this garden number about one hundred different varieties, the most beautiful being the Royal palm. Another, called the "Cabbage palm" is much like the Royal in every way, except that it has a peculiar trunk, looking something like an inverted top, near the ground. Many varieties of rubber trees are growing here. Also the clove, pepper, cinnamon, nutmeg and almost every kind of tree except those which grow

CEYLON



BOTANICAL GARDEN, KANDY, CEYLON.

KANDY

in cold climates. We saw here the cocoane tree, the first of this variety we have seen; it resembles a large pear tree somewhat in size, and in appearance of its leaves. Also flowers, ferns, foliage, plants, many of them the most beautiful we have ever seen. We spent one morning there and left the place with reluctance. The vampire bats, which we have heretofore only seen in circus shows, or museums, have taken one part of this beautiful garden for their roosting place. These uncanny *flying animals*, which always hang by their feet, with their head down, retiring by day and seeking their prey by night; there were thousands of them hanging in the tops of the garden trees, and when a stone was thrown into their midst, great numbers would rise and fly about for a few minutes and then return and settle on the same trees. The Mahaweli-gauga river almost encircles this wonderful garden and adds much to its scenic beauty. The tropical jungle around Kandy is very interesting and covers most of the adjacent hills. The valleys, which are irrigated, bring great crops of anything that may be planted, but rice is the crop generally raised immediately around Kandy. We took several delightful drives about the city in carriages, going through this dense tropical foliage and over the hills, where we sometimes come to high precipices which afford wonderful views over the valley to distant mountain ranges.

In many places in this jungle natives have built their homes, with only a foot-path to them, and so covered and hemmed in that no one but their own family could ever find them; no chance to get a breath of fresh air. Also there are many beautiful homes built adjacent to these jungles, and some of them are so imbedded in dense tropical foliage that they can be seen only when we are very near. Many good carriage drives have been built in all sections of these thickly wooded hills, and it is both a pleasure and a novelty to us to drive here for hours at a time. We are in love with Kandy and wish that all our visits could be as pleasant as this, but this would be impossible.

CEYLON



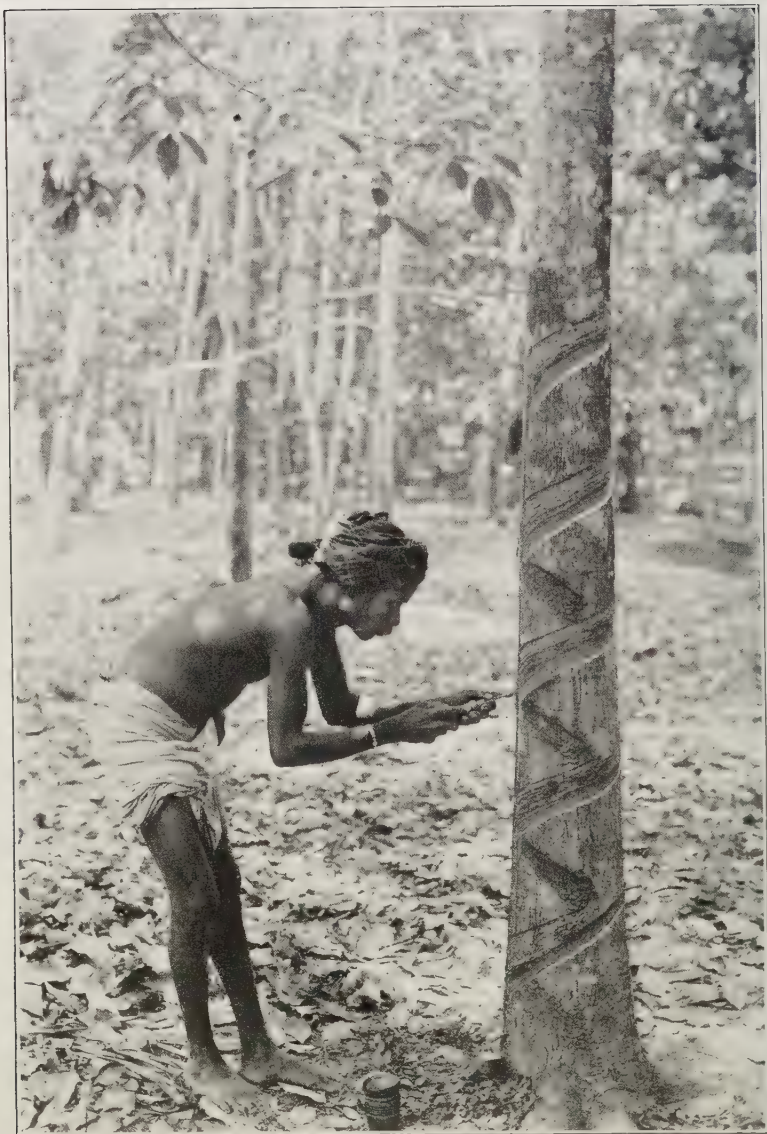
STREET SCENE, NUWARA-ELIYA, CEYLON.

NUWARA-ELIYA

Nuwara-Eliya, Ceylon (pronounced New-Ralia), is sixty miles by rail or wagon road up the mountains from Kandy, and between six and seven thousand feet above sea level, rising five thousand feet in sixty miles; that is "getting up in the world" rapidly. We took a little run up to that place on March 15th, and were delighted beyond description with the beautiful scenery along this line. Tea, tea, tea, is everywhere. One would think there was tea enough growing here to supply the markets of the world; all these mountain districts are planted to tea. It does not need irrigation, is planted in the valleys, on the mountain sides, and tops. Many places the tea shrubs are planted where it is so steep, in the sides of the mountains, that a man could hardly keep from sliding down while picking the tea. There are many large buildings all through the districts, called tea factories, where the tea is dried, assorted and packed, ready for shipment. The ground is kept clean of weeds by careful weeding every twelve days, and the fresh tender leaves are "plucked" every twelve days. This goes on the whole year round, as there is no change of seasons here, except the wet and dry seasons. An immense amount of rain falls in this country, from one hundred to one hundred and fifty inches per annum.

We were talking with an old planter who came to this country from Scotland fifty years ago, that was in 1863. First he opened his plantation by planting coffee, but the coffee planting did not prove to be prosperous here and broke every one engaged in raising it. Then he planted *quinine* and raised that for a time. Later the tea planting developed and has been wonderfully prosperous. The tea plants need some shade in this country, and up to two thousand feet above sea level the cocoanut tree is planted to afford shade and is also a profitable crop. Above that, up to three or four thousand feet, the rubber trees are planted with the tea. They afford the shade need-

CEYLON



TAPPING RUBBER TREE, CEYLON.

NUWARA-ELIYA

ed by the tea and make a very profitable crop on their own account. These rubber trees look much like young soft maple trees, except that they are prettier looking trees. This growing of tea and rubber both, on the same land, is now very prosperous business here, and these planters, many of them being the native Singhalese, are becoming wealthy. Many of these wealthy natives are now educated; wear the same clothing as white man, and make much show spending their surplus cash in building fine residences, buying fine carriages, and some of them have automobiles. But to return to the tea subject, this plant grows luxuriantly up to seven thousand feet above sea level, and on the elevations too high for rubber, the black wattle trees are often planted, to afford shade to the tea plants. This wattle tree furnishes bark for tanning purposes and is a profit bearing tree.

The village of Nuwara-Eliya, population about 5,000, is the golfers' paradise. This little valley, which is about a mile wide, lying between the mountains, which are a thousand feet higher on all sides, has been made into the finest golf links in this country. Indeed we have not seen so beautiful golf links elsewhere. There are two large golf clubs here, besides many cricket grounds and tennis courts. The English are very enthusiastic sportsmen. The weather here is ideal, about sixty degrees in the shade, and the whole face of the golf links is dotted over, all day, with the numerous golf parties, as the sun is not hot enough to prevent playing in midday.

There is a beautiful little lake here; also a race course, and some fine hotels. Although almost under the equator, the weather is cool and delightful, with a bracing atmosphere that makes one want to walk all day. Frequently light frost falls, but not enough to seriously injure the tea plants. Fires are required in the hotels nearly all the year at night, as there is no winter or summer in Ceylon; the only difference in the seasons being the wet and dry seasons. As our time for sailing

CEYLON



TEA FACTORY, CEYLON.—Tea plants growing all around it.

NUWARA-ELIYA

was near we only spent two nights and one day at Nuwara-Eliya, and the only fault we have with this cold weather resort is that it is too cold. Still it will, without doubt, become a great resort in time, for the people of Ceylon who wish a week or two of relaxation from the extreme heat of the coast cities.

The leaves of the trees in Ceylon do not fall like they do with us; in autumn many do not shed their leaves at all, while many others shed some of their leaves every day, and put out new buds and leaves as fast as the old ones fall.

One day while at Kandy we decided to drive to Anuradhapura by automobile; the distance is 86 miles, yet the government wagon road is graded and macadamized the whole distance and many parties make this trip by automobile. We engaged a new car to call for us next morning at seven, to get a good early start. After waiting until eight the garage sent an old and worn out car and explained that the new car had been engaged five days previous by another party, but they did not have the politeness to advise us of this until long after the hour for our start. We refused to go in this old car, and later hired another automobile of a man named Ishmael (the name doesn't recommend him). This car was an old one also, but looked better than the one we had rejected. Soon we were on the way, and made fair progress until we had gone seven miles, just beginning to get into the jungle when one of the tires went down. We got out and waited for the chauffeur to put in a new inner tube. After waiting long enough, we investigated and found the native chauffeur idly sitting in the shade. To our inquiries why the inactivity, he said that there was no jack in the tool chest and he had sent a coolie back to the city to get one. The old inner tube had not been punctured, but simply was too weak to stand the air pressure. We looked around for a pole to raise the wheel, but everything in sight was fine growing timber and not a tool larger than a pocket knife to cut a bamboo pole. Then we inquired where we could

CEYLON



SIXTEEN HUNDRED PILLARS OF THIS WONDERFUL ANCIENT PALACE,
ANURADHAPURA, CEYLON.

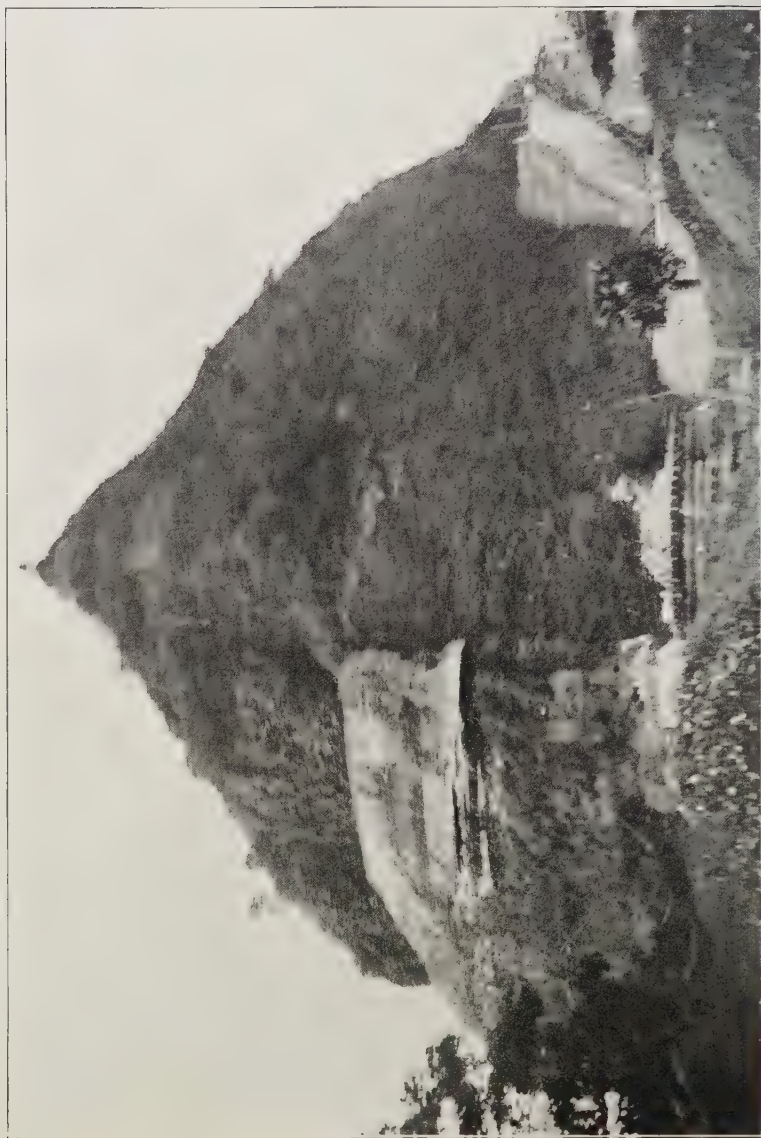
ANURADHAPURA

find a telephone, but none was in that district. Next we thought of walking back to the city, *seven* miles, but the sun was getting high and hot, and we didn't like that idea much. About this time, after waiting an hour, a good samaritan came along, a Scotchman named Paulson, on a trip in his automobile with his wife and servant. We hailed him and stated our unhappy condition and asked him to loan us his jack, which he kindly did, and with his servant, helped our chauffeur to take off his casing and put in a tube; it was a slow job and awfully hot work. Paulson lost an hour's time, for which he has no recompense, except the knowledge that he helped us out of our unpleasant predicament. When that tube was fitted we made that chauffeur put us back to Kandy as quick as he could drive; we wanted no more of that kind of service. This road leads through a marshy jungle for about forty miles; very few habitations along this stretch, and there are plenty of wild elephants, wild buffaloes, leopards, hyenas and other wild animals there, besides untold millions of mosquitoes. We were thinking that if that tire had gone down after we had gotten into the midst of that marshy jungle who would have been left to tell the tale of our unfortunate demise. The next time we undertook that trip rest assured we took the steam railway.

ANURADHAPURA

Is situated one hundred and twenty-six miles north of Colombo, on the level plains, about midway of the island of Ceylon, fifty miles from the east coast, and the same distance from the west coast. In the year 400 B. C., it was the capital of Ceylon, the most important city in this part of the world, and then unknown to European civilization. About the time of Christ this city was at the zenith of its power; it then had over a million inhabitants. The Singhalese then seem to have been

CEYLON



RUINS OF DAGOBA, ANURADHAPURA, CEYLON.
Built of brick, solid. No rooms inside.

ANURADHAPURA

higher in the scale of civilization than today, and even subjugated southern India and Burma. It continued to be the capital and most important city until the ninth century. Being in a district where rain falls only in September, October and November, it could not exist without plenty of water, and a reservoir or "tank," as they are called here, was built near the mountains. The wall or dam to impound this water was six miles long, built of stone, sixty feet high, and twenty feet wide at the top. This dam created an artificial lake covering about seven square miles. A canal was built fifty-four miles long, to bring the water to Anuradhapura, and the adjacent plains became very fertile and productive. This is claimed to be one of the greatest irrigation schemes up to the present time.

In the ninth century things went wrong with this great Singhalese capital; they were subjugated by other nations and probably their water supply cut off, by destroying the great reservoir dam. At any rate, famine and pestilence came, and the city was deserted and apparently forgotten and unknown *for a thousand years*. What havoc the romance of nations played here, and what awful desolation reigned. The beautiful palaces, temples, halls and homes had no one to occupy them. Even the poorest of the peasants disdained to walk these pestilential streets, and their enemies sought them not here. These grand palaces were left for the habitations of the vampire bat and the homes of lions, hyenas and other beasts of prey, who "love darkness rather than light."

The construction of houses with stone was first begun in this part of the world about 300 B. C., all stone built edifices here were of course built after that date, and these ruins today show that only the first story was built of stone. We made a visit to these wonderful ruins on March 18, 1913, to see what was left of such a great city, after a thousand years. How much has gone back to the original elements of the earth, and what marks made by man still remain. The Dagobas were

CEYLON



TEMPLE RUINS, ANURADHAPURA, CEYLON.

ANURADHAPURA

built of brick, and being *solid*, and so large, still retain much of their original shape and appearance, but the temples, the king's palace, the queen's palace, the king's bath, the queen's bath, the elephant's stables, the colleges and the homes of the people, have entirely decayed and gone back to mother earth, except such parts as were built of stone. The Brazen temple (so called because part, or all of its floor was made of metal, and its roof of copper), now has nothing left of its original grandeur except the pillars which formed the first story, and every one of them are still in place, forty rows, of forty pillars each, total sixteen hundred pillars, are each there, though many of them are leaning. The records show that this was a nine story structure, all the upper stories probably wood, and not used as a temple, but a home for Buddhist priests, and about one thousand of them were housed here. The whole country for ten miles one way and six miles the other, is strewn with the remains of buildings, some great and some small. In places the pillars are standing mostly out of ground, and in other parts the earth has filled in around them, so that only two or three feet of the pillars are exposed to view. There are many stone statues of Buddha in different parts of the ruins, probably each one marks the original site of a temple. All these Buddhas are the worse for wear; twenty-two centuries of exposure to the weather have wrought much havoc with them; still they show what the original was very clearly. Many of the king's baths and queen's baths are still in fairly good shape, and might now be used for baths, as they are half full of water. However, as the pipes leading the water in and out have been stopped for centuries, we concluded we would *not* take a bath in the king's bath tub, unless the old water was run out and fresh water put in.

The Dagobas are the most prominent objects here. There are five or six of them which are very large, and great numbers which are of smaller dimensions, running down to a few feet in height, but all are the same shape. They are built of brick

CEYLON

and are solid, no rooms inside, simply monuments to Buddha. In the center of all of them it is said were deposited relics and jewels of great value; all for the glory of Buddha. Some of the largest of these Dagobas originally had four small chapels in them, one facing each of the four points of the compass, but the brick work has crumbled away and trees grown up through them, so that it requires great labor and excavation to show where the chapels once were. In fact, this whole buried city has for centuries been covered with tropical jungle, so that much labor is in many places required to show the ruins. The Ceylon government and many private individuals have spent much money and labor in uncovering much of what we see now, and there is almost unlimited opportunity for further excavation and exploration.

We here give in detail the dimensions of "Jetawanarama," one of the large dagobas in Anuradhapura: height 249 feet, diameter 360 feet, the cubic dome of brick work and the platform on which it stands exceeds twenty million cubic feet. The building of such a mass of solid brick work would, at present, require 500 bricklayers for six or seven years, and cost \$5,000,000. Enough bricks are in this structure to build 8000 city houses. At present the only devotees who frequent these holy places are large grey monkeys. We should mention that there has been, during all the past ages, a small village on the site of this ruined city, and the Buddhist priests have continuously occupied one small temple, in which the *sacred Bo-tree* has been kept growing for over twelve hundred years. This is, no doubt, the oldest tree of which any record has been kept. It is not claimed that the same trunk or branches have been all this time in existence, but that as a fact as one trunk died down another springs out of the roots. At present this tree is only of medium size and does not have a healthy appearance: the priest in charge offered us some of the leaves to take home as relics, but we have no desire for such souvenirs.

The Ceylon government, under English direction, has

ANURADHAPURA

done, and is still doing much for this country. They have built a fine railroad, five feet six inch gauge, the whole length of the island, which road passes through this buried city district. They have repaired the old dam, thus bringing the great artificial lake, or tank, into use again as a supply of water for irrigation purposes; they have repaired and put into use the old canal, fifty-four miles long, from the great reservoir to Anuradhapura, and through it, filling hundreds of village irrigation tanks all along the way, so that there is a good opportunity for a great increase in agriculture all through this northern district. The government has encouraged the growing of cotton in this district, but with very little success so far; rice is the crop best adapted to an irrigated country. Since the railway and irrigation have been completed, the village of Anuradhapura and adjacent country has made some improvement and they now claim a population of 3700, several new brick houses and a new hotel have been erected. Still this whole district is at present only sparsely populated, and is increasing slowly when compared with the mountain district where tea and rubber are raised. *The Ceylon government* has done very much to encourage the people to work: they have built an excellent railway system to connect every district on the island where there is even prospect of business, with the capital and principal seaport of Colombo. Also the government has built excellent macadamized and graded roads through every part of the island: they are keeping these wagon roads in excellent repair, and have made them free of tolls, giving the natives the best possible opportunity to bring their produce to market. Nature has given Ceylon a climate which will grow almost everything; good soil and abundant rainfall of one hundred and fifty inches in the tea growing mountain district, and fifty inches in the plains district, per annum. If the natives will work they may have all the necessities, and many of the luxuries, and many of them are alert to take advantage of these opportunities.

The Tamil natives are about half as many in number as

STRAITS SETTLEMENT



CHINESE RELIGIOUS PROCESSION, PENANG.

PENANG

the Singhalese, and are really a little below them in intelligence, but are the best workers on the island. They wear all the jewelry they can get, the women have rings in their nose and ears in great profusion, and many chains on their necks, besides bracelets on their arms and ankles. The Tamil man wears much jewelry also, but the Singhalese men and women wear no jewelry of any kind. Even a tourist will very soon notice this great contrast between these two peoples living together for the past eight centuries, but still retaining this marked characteristic distinction.

We left Colombo on March 22, 1913, on the Nord Dutch-er Lloyd steamer, Luetzow, for Kobe, Japan, and after four days delightful sailing across the Bengal Bay, landed at

PENANG.

PENANG, on the Malay Peninsula, a very pretty little tropical city of about 49,500 Chinese population, and about 500 Europeans, mostly English. We drove out to their botanical gardens, the falls, and the reservoir, a beautiful drive through a fine residence district: many handsome homes along the way and much dense tropical forest and jungle. The garden is situated at the head of a pretty little valley, about half a mile wide, with mountains a thousand feet high on all sides, except the entrance. Much labor and care has been spent in planting and caring for the great variety of trees, flowers and ferns, and building the fine drives and walks all through the garden. At the upper end a small waterfall drops over the cliff in many leaps and bounds, about five hundred feet: there is so much tropical vegetation around this fall that it cannot be seen all at one time, but different parts of it can be seen from many different points. This water is conveyed into a small

STRAITS SETTLEMENT

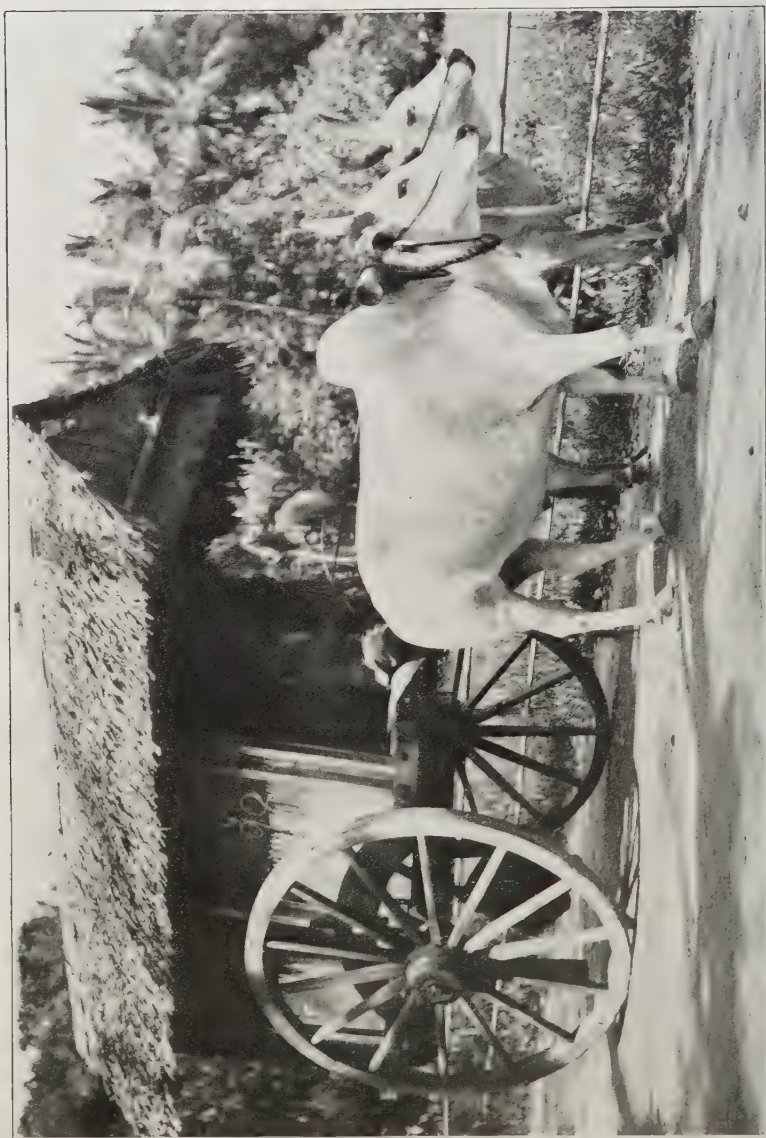


STREET SCENE, PENANG—Straits Settlement.

PENANG

reservoir nearby, and from here piped to the city. In a very hot country such cold sparkling water, and plenty of it, is one of the greatest blessings. There is a tin mine near here, and judging from the cars which were being loaded with tin pigs, while we were there, it must be very productive, as several loads were being put on cars ready for shipping. There are large banking corporations doing business here, and two or more large department stores, where all classes of merchandise are sold: the most of the business of every kind is however, done by Chinese merchants, many of them are wealthy and own beautiful homes. The Chinese do nearly all the labor performed here: they are clerks or owners in the shops, do blacksmith work, make shoes, build the roads, pull the rickshaws, care for the trees and flowers in the gardens around the homes, in fact, they are reliable workers in every line. It is unnecessary to mention that *it is hot* at Penang, both day and night, and it is also unnecessary to make the effort to see the thermometer, as it is *always eighty*, or about that. Still white people live and thrive here, and it is called by many a healthy place. Our steamer tied up to the dock to receive and deliver cargo and it is a busy place around the docks, lying on the Malacca Straits where every vessel which goes to the "Far East" from Europe must pass. There is much shipping in sight and a great many vessels call here every year. The harbor is nearly surrounded by land and is a safe place for ships in storms. Penang is situated on a small island and belongs to England, as does nearly every other good harbor in this part of the world. The Malay Peninsula mainland does not really belong to England, but she has proclaimed a "protectorate" over it and directs the petty princes who claim to rule and own the different districts. It is probably just as satisfactory to England as to make it a colony, and no doubt much more satisfactory to the petty princes, or rajahs.

STRAITS SETTLEMENT



OX CART, PENANG—Straits Settlement.

SINGAPORE.

Singapore, Malay Peninsula, which we mentioned in our book, "Encircling the Globe," is a place of so much importance to the shipping world, and so many changes going on all the time, that it is ever new and would furnish interesting reading if written up on many different trips. This time we regret to say that our steamer did not tarry long enough to give us an opportunity to look the place over. We arrived at five p. m. and sailed next morning at six, so that we really had very little daylight on shore, just long enough to get our mail and get dinner at the Raffles hotel, but even in this short time we could readily see great improvements since our former visit. Arrangements have been made to build jetties and keys all along the sea front for five miles, and much of this work has already been done. Our steamer tied up to the west key, where water is deep enough for any vessel sailing in this part of the world to come alongside dock. This key is three and a half miles from the Raffles hotel, which will show the large scale on which improvements are being made here.

The roads, or channel, is dotted with steamers anchored out along the whole distance. Every vessel for the "Far East" goes through this channel at Singapore.

CHINA



MARKET, TSINGTOU, CHINA.

HONG-KONG.

Hong-Kong was our next stop. We sailed through the western part of the China sea for four days, about fourteen hundred miles, reaching this city on April 2, 1913, and tied up to the dock at "*Kowloon*," just across the harbor on the mainland (it is really a suburb of Hong-Kong, which is on an island). A steam ferry runs to this suburb every fifteen minutes, making it very convenient for us to go into the city and back to our steamer.

This is one of the greatest harbors in the world, only a very few places surpassing it in beauty of the surrounding scenery, or in the amount of shipping halting here. The climate at this season is delightful at Hong-Kong, so mild and yet not hot, that we would have enjoyed several days' visit in this European, Chinese city. We did not see a horse, ox, goat or donkey here. All the heavy loads are pulled and pushed by men, and there is a large business done in all classes of heavy merchandise. Our steamer took on a large amount of pig lead, the heaviest merchandise in existence, and it was all hauled by Chinamen. A steamer lying at the dock was unloading a cargo of teakwood logs, many of them twenty feet long and two feet square, the heaviest kind of timber, all hauled to and from the dock by Chinamen. As we were here only a few years ago, and then wrote up Hong-Kong, we will pass it this time without further comment.

SHANGHAI.

Shanghai, sometimes called the "Paris of the East," and the greatest exporting city in China, lies fifty miles above the mouth of the Yangtze river, which is about two miles wide at this point. The city has the appearance of being situated on

CHINA



TRANSPORTING MERCHANDISE ON WHEELBARROWS, TSINGTOU, CHINA.

TSINGTOU

the ocean. The river, while very wide, is shallow and steamers drawing twenty-six feet of water, as ours did, must wait until the tide is full before they can come up to the city. When we would have gone in on the tide a heavy fog came down so that we were compelled to anchor in the mouth of the river and blow our fog horn, or ring our fog bells all night to give notice where we were, that other vessels might not run into us. In the morning the fog lifted, but then the tide was low, and we had to sit still, waiting for the next inflow of the tide. It so happened that when the tide was up, the fog was down, and when the fog was up the tide was down, and between the two we were kept twenty-four hours in the Yangtze channel, trying to get to Shanghai. The city looked good to us after several days on the sea, but a rain storm was on and continued all the time we were there, a day and a half. As we could not go about the city we were glad to get back to our steamer and proceed on our journey without wasting more time.

TSINGTOU

Tsingtou, China, our next stop, is situated on the east coast of China in latitude thirty-seven, north, and about four hundred miles north of Shanghai. It is a German possession, population about forty thousand. The Germans have had this port since 1889, and have built a breakwater across part of the ocean front, leaving but a narrow entrance to a well sheltered little harbor; they have also built good stone piers or jetties, and are at present building another stone and cement pier. Also a dry dock, capable of docking vessels of 16,000 tons, has been constructed and the harbor now affords excellent accommodation for shipping.

When the Germans took possession here they were al-

CHINA

lotted all territory within sixty miles of Tsingtou in all directions, thus giving them a small bite of the great Republic of China, but then the town was almost nothing. They have made a fine city of it, streets wide, well graded, paved and kept clean; stone and brick buildings line the streets and make it almost a model city, as it lies on several hills, affording good views, and excellent drainage. Even the native quarter has streets fifty feet wide and houses of two stories built of brick. General appearance is clean and the smells are not so rank as in the usual Chinese cities. In our rounds we went into a vacant lot where the Chinese have their *cheap food market*. Even there the odors were not bad, but the articles of food offered for sale were not always what we think is fit to eat. We did not notice any rats, or cats, dressed and offered for sale, still they were there undoubtedly; but we did see the bones of cattle (below the knees) with all the flesh skinned off and the hoofs still attached. They had been kept so long that they smelled very bad, but were still offered for sale to make soup.

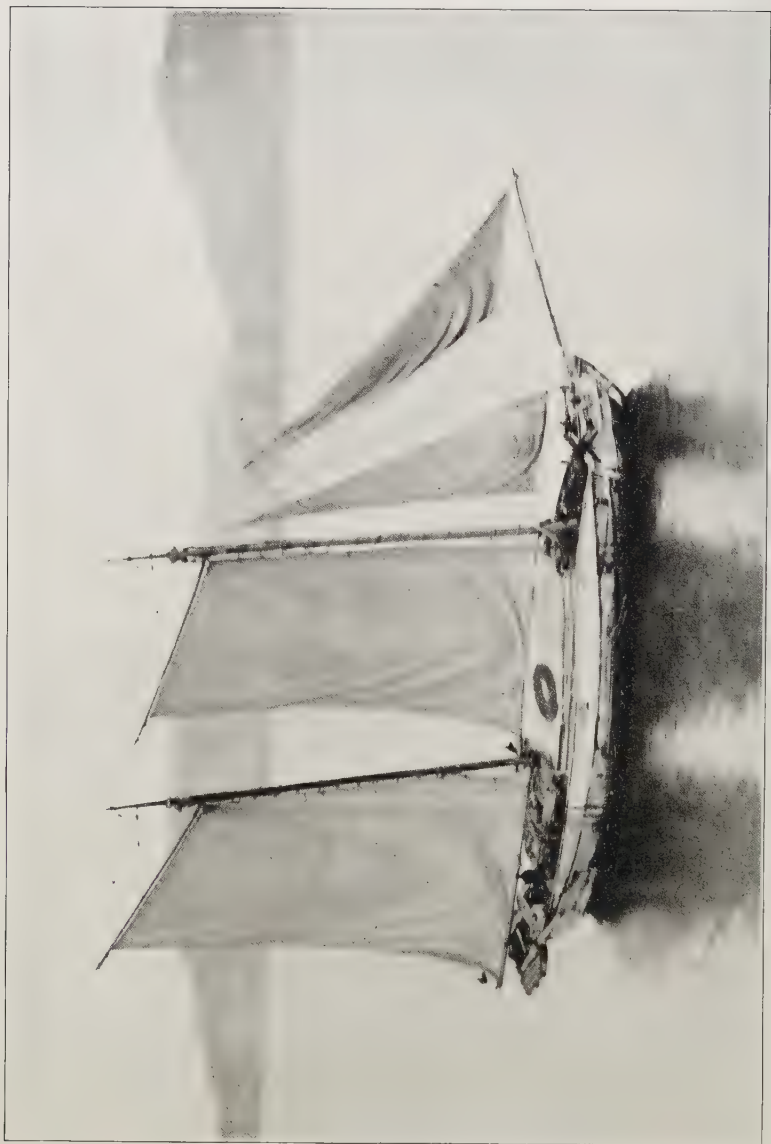
We took a carriage (there are a few horses here), and drove over the city. There are many beautiful residences on the hills, several hotels and public buildings, a race course, and public park in the suburbs, with a fine sea bathing beach on the ocean side. Also a very large army barracks built of brick, with fine parade grounds adjoining. At the time we were passing the barracks the German army were out, a thousand strong, on dress parade, and made a grand show. Tsingtou is connected with the interior by a line of railway to Tientsin and Peking, and is thirty hours by rail from the capital. The situation is excellent to give the Germans an opportunity to engage promptly in any armed conflict which may occur at the Chinese capital, and no doubt that was really the reason they took Tsingtou. The trade of the place is gaining yearly, and at present it ranks fifth in commerce among the Chinese cities. While there are a few other whites in the city, it may be said

TSINGTOU

that the population is made up of four thousand Germans and thirty-six thousand Chinese; the only language spoken is the Chinese and German. The natives here still cling to their "pig tails"—almost all wear their queues, which is not the case in Shanghai and farther south. The transportation of produce and merchandise on the streets is done by the Chinese on wheelbarrows; one would think that by this time they could see the advantage and convenience of using four-wheeled vehicles, but they are very conservative and slow to adopt new ideas or to make changes. It is surprising what great loads these sturdy Chinese, for they are all large men here, will handle on one wheel, with one man to pull and one to push; they carry half a ton or more with ease. If they only have one large heavy box to move, they will tilt the wheelbarrow up on one side until they can make it balance, and run it along in such position that it looks like it would fall at any moment. We saw a large steam boiler hauled through the streets on a two-wheeled truck, being balanced, pushed and pulled by about forty Chinamen who were hitched to it with long ropes.

After a brief visit of one day, in which our steamer discharged an immense cargo of varied merchandise, we sailed for Japan, and in thirty-six hours we were in the straits of Shimonoski, entering the beautiful "Inland Sea of Japan." Although we have been through this enchanting archipelago twice, still it has to us a charm of its own, and we, as well as all on board, took the greatest pleasure in viewing the many charming islands and beautiful scenery. Many times it looks like the ship would run ashore, but the channel opens out as we move along and turn sharply to port or starboard. After a delightful sail in this "Inland Sea of Japan" we were landed at *Kobe* on April 13, 1913, and parted with our good ship *Lutzow*, which in three weeks has brought us safely from Colombo to this point, nearly, or quite five thousand miles. We part with the ship and many good friends made on the voyage, with a feeling like one has when they leave home.

JAPAN



JAPANESE SCHOONER—INLAND SEA OF JAPAN.
They have copied our style of sail boats.

KOBE.

Kobe, a beautiful city lying on the bay of Osaka and nearly surrounded by low mountains, is the most European city in style of architecture of all the cities of Japan. The elegant Tor hotel has been built on the mountain slope since we were last here, and we found it most comfortable, equal to many of the fine hotels in the United States. The city is prosperous, making good gains in population and business, but should, as we mentioned in "Encircling the Globe," build docks or jetties to enable steamers to discharge and receive cargo with economy.

OSAKA

Osaka, Japan is the greatest manufacturing city in Japan; might be called the "Pittsburgh of Japan," from the many tall chimneys belching black coal smoke. When we were here three years ago they claimed a population of 1,000,000—now they claim 1,300,000, and it certainly looks like their claims are not too high, for we saw in half a day there at least 1,000,000 of them, and there were probably a few that we did not see. In their shops they make an effort to manufacture every kind of machine that is used in Japan. We were in the mint when they were making silver coin, and they are doing fine work, turning out coins of *fifty sen*, *twenty sen* and *ten sen*, which are as good as our United States silver coins in appearance. These are the three sizes of silver coins in common use here, and are worth just half the value of our fifty, twenty and ten cent coins.

A harbor is now being constructed at Osaka, which will cost fifty million yen, or twenty-five million dollars. When

JAPAN



OUR PARTY GROUP UNDER CAMELIA TREE, KYOTO, JAPAN.

KYOTO

this is completed the city will build large jetties or docks and bring large steamers alongside. If this is done it will take a large part of the shipping business which now goes to Kobe.

We visited Osaka castle, which is now used by the army for barracks. It is situated on a very high hill which affords the finest view over the city. The barracks here are fine brick and cement buildings, very comfortable for the soldiers, and a regular garrison is kept on duty here. These Japanese are proud to wear soldier clothes and carry a gun, having the idea that their authority, or importance, is increased. They make good looking soldiers and are remarkably well drilled, although they are so very small.

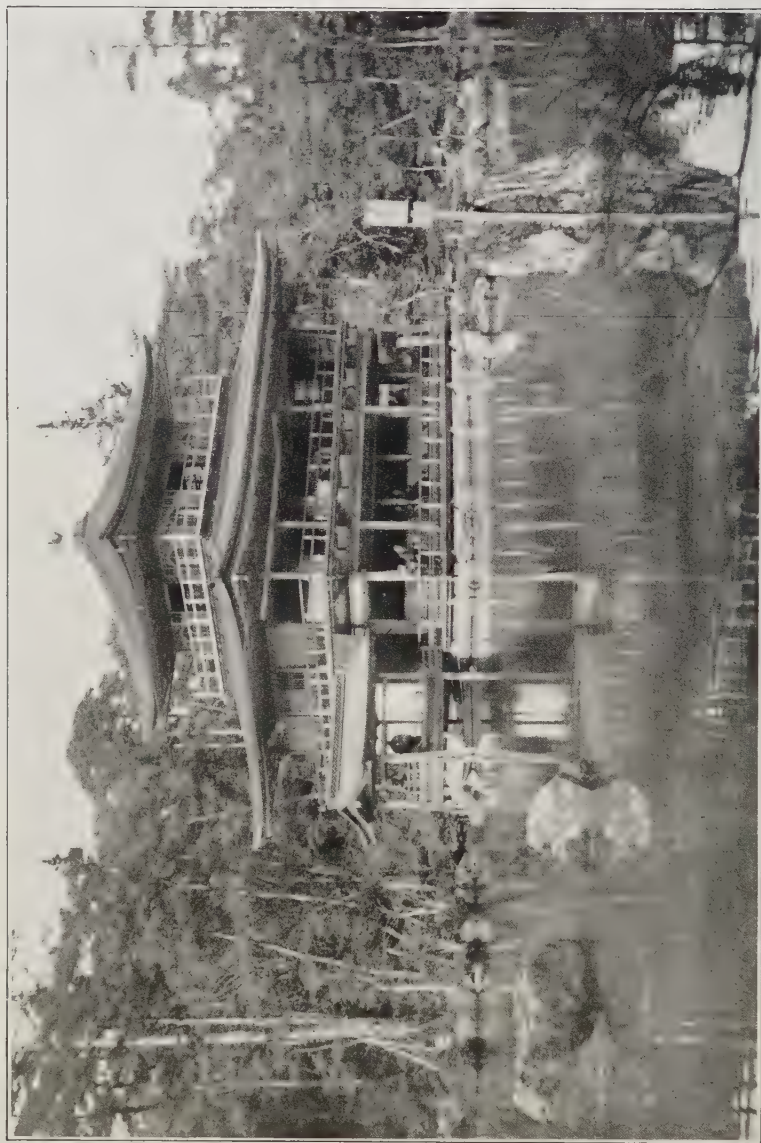
On returning to the railway station we passed through *Theatre street*, on which is located about twenty theatres; a wide street and filled with a motley mass of Japanese men, women and children. We had some difficulty in getting through the dense crowd, and it was only five o'clock. By eight, when the theatres open, this street will no doubt be packed, as these people patronize the play houses when they have money. They are dressed better than any people we have seen in Japan, which shows that they have employment enough to enable them to wear better clothing than formerly.

Some parts of Osaka are built up with large brick and cement buildings, and look like an American city, but the most of it is the ordinary one-story wooden Japan style of buildings, with streets about twenty feet wide and open sewers on each side, with the usual loud smells which are to be found in such streets.

KYOTO

Kyoto, Japan, our next stop, is the most intensely Japanese of any large city in Japan, with a population of over half a million. There is probably less than a thousand white peo-

JAPAN



THE GILDED PAVILION, KYOTO, JAPAN.

KYOTO

ple in the city; in fact, outside of the transients in the hotels there are almost none. The Japanese here very seldom speak any but their own language, making it imperative to have a Japanese-English speaking guide with us continually.

The cherry blossoms were at their best while we were at Kyoto, and the Japanese are so fond of flowers that they seemed to be having a continual holiday, giving the people an opportunity to see the cherry blossoms. The cherry trees are not set in orchards, as are ours, but are found a few trees in each of the lawns or gardens. We were somewhat disappointed as we had expected to see them massed in cherry orchards. They are simply an ornamental tree and *bear no fruit*. The blossoms are a very delicate light pink, very profuse, in some places covering the entire tree; their perfume is very slight. The beauty of the cherry blossoms has been advertised to travelers all over the earth; every one has been told to surely visit Japan during their season, which is April, but really, the weather is then rather too uncertain and rainy, which spoils sight seeing. May is the ideal month for a visit to Japan.

There are many places of interest to the traveler around this city. One day we took the train out to Kameoka to do the trip called "Shooting the Hodzu Rapids," and it was the most enjoyable day we have had since coming to this land of beautiful scenery. Wish we could so describe this trip, that you might in your mind, take it with us. On leaving the railway station we took rickshaws for about a mile down to the embarking place on the river. The boats are flat bottomed row boats and carry six people each, besides four men to handle the boat, two with oars and two with poles. These boats have a heavy wooden bottom and when loaded draw not more than six inches of water, built with high sides, that they may not take water in the various rough and tumble trips down the river. The trip down takes two hours, and in that time we go through about twenty rapids, some of which are a hundred

JAPAN

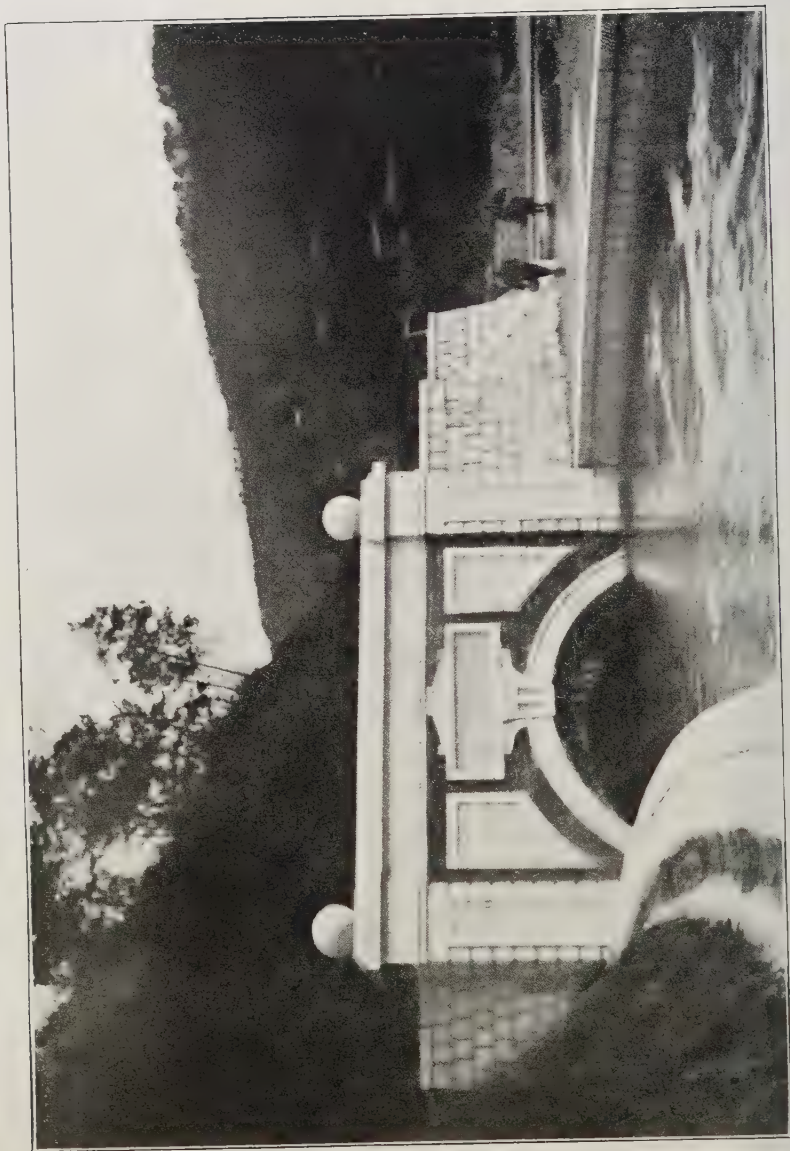


OUR PARTY JUST STARTING ON THE TRIP DOWN THE HODZURI RIVER, JAPAN.

KYOTO

yards long, and the water so tumultuous and swift, with the boat continually bumping on the bottom, and the waves so boistrous that we hold our breath often, thinking next moment we will "be in the swim," but just then we float out on a little space where the water is calm and peaceful, making ready for another plunge. And so it continues for the whole two hours, until we arrive safely at Arishiyama, at the foot of the rapids, where we disembark and partake of our lunch, spread under the trees, with fragrant hot tea from a quaint little Japanese tea house on the river bank. Really, much of the delight of this trip is the grandeur of the mountain scenery on either side of the river which is about fifty yards wide. The mountains rise from five hundred to a thousand feet, and the many little villages along the way add much to the picturesque scene. In one place the school children were lined up along the river bank waving their handkerchiefs and shouting "Banzai" to us Americans, but really we fail in description, and the only way for you to appreciate the joy of "shooting the Hodzu rapids" is to come here and do it yourself. On the way back to Kyoto we stopped at the Golden Pavilion Temple, beside one of the most beautiful lakes in this place, where the gold fish are so plentiful that we could dip them up by the bushel, all sizes, from the length of your finger to great big fellows weighing ten pounds. Then we made a call at the "Nishijin" silk factory, and saw them weaving pretty silk goods in hand looms. We also stopped at a temple garden to see a *Camelia tree*, which is beyond comparison the most beautiful tree that we have ever seen. It is about forty feet wide and same height, and one perfect mass of pink and white flowers. There are no leaves, all flowers, and such a mass of them that we could not conceive of the beauty of this tree (which is a hundred years old), without seeing it. We took a photograph of it, but it is impossible to picture the beauty of this flowering tree. Another day we went out to Lake Biwa, eleven miles from Kyoto. This is the largest lake in Japan, being thirty-eight miles long and thirteen broad in its widest part. Around it is a chain

JAPAN



CANAL AND WATERWORKS, KYOTO, JAPAN.

KYOTO

of mountains from five hundred to twenty-seven hundred feet high, and along the coast is a beautiful strip of land under irrigation, and every foot of it tilled like a fruitful vegetable garden. On the slopes of these mountains, overlooking this beautiful scene of fertile irrigated plain and lake, three centuries ago, were over three hundred Buddhist temples. Now there are but three left, the others having decayed and fallen down or been burnt. We told the guide that these three also should be burnt and save the people the trouble and labor of climbing the mountain sides a thousand feet to worship Buddha. In fact, Buddhism in Japan is decidedly on the decline, as it is in all parts of this "Far East" country where we have visited.

The City of Otsu lies at the foot of the lake, a typical Japanese city of sixty thousand people, mostly fishermen and lumbermen. Of course there is a temple here to see, a beautiful one, on the top of a hill, two hundred feet high, which we climbed and had a fine view over the city, mountains and lake, which was dotted with small steamers and sail boats. This lake has been made very useful to the City of Kyoto, as a canal has been built to bring the water down to that point. This canal has three tunnels through three mountains, as there is a mountain range between the lake and Kyoto. One of these tunnels is one and three-quarter miles long; the others are shorter. In coming back we took a boat from the lake down the canal to Kyoto, going through these tunnels, which have no lights. We had a Chinese paper lantern with a candle in it, to light us through, and it cast so feeble a light that it looked about like a lightning bug in the pitch darkness. We met twelve boats in the tunnel, along at different points, pulling up by ropes fixed in one side of the tunnel. The current was swift and heavy work called for, to pull through the tunnel against the current. These boats only had one very small light in each end and the men who were stripped to the waists for the hard pulling looked like Satan himself, in the dim light

JAPAN

amid the dense darkness. This canal is a great engineering feat; was built between 1895 and 1900 by a Japanese engineer, at the cost of \$700,000, American gold. It furnishes water for Kyoto, and a water power to make electric lights and drive the electric tram cars, or street cars of the city, and there is a large system of electric street cars here. Also it is utilized for almost all the passenger traffic from the whole country around the lake, to Kyoto, and brings a boat load of forty people down about every fifteen minutes. In addition, all the produce grown around Lake Biwa is sent through these tunnels, down this canal to Kyoto, and also to Osaka, as there is a double canal railway about twelve feet wide, each track, at the end of this canal, which takes the boats down an incline about half a mile to a lower canal which runs to Osaka. It is a great system of transportation, water power, electric power and water supply. The mountain scenery along the canal is fine, and the trip was greatly enjoyed by us. At this time the canal company are building another canal just the same size, eighteen feet wide, and twelve feet high in the tunnels, to be used only for the water supply of Kyoto. They have wisely concluded that the water is not of as good quality, with all the boats using the canal for passenger and freight traffic, as it would be if the canal was used for water supply only.

GOING TO TOKUSHIMA.

Before going to Kyoto we had written our friend, Doctor Charles A. Logan, in charge of the Presbyterian missions at Tokushima, that we would call on him before leaving Japan. Accordingly, we made ready to go on Tuesday, April 22, 1913, but the weather was stormy and sea very rough, and we wished a clear day that we might see the beauties of the Inland Sea for sixty miles. We put off the trip until the next day, which proved to be even more stormy than the previous day. Having

GOING TO TOKUSHIMA

very few days to spare, we decided to make the trip regardless of the stormy weather or rough sea, as it only takes six hours usually to make the voyage. With this idea we boarded a small steam tug, ran down the harbor three miles and took passage on the smallest and poorest of Japanese coasting steamers, with an unpronounceable name. It was about one hundred and twenty feet long and sixteen feet wide mid-ship, had room for about fifteen tons of cargo, fifty third-class passengers, sixteen first-class, and a crew of about fifteen. We were taken to the upper deck where there are two cabins about twelve feet square each, and supposed to accommodate eight passengers each. The one we first looked into was already occupied by five Japanese men and women; we passed that to the only other first-class cabin, which was occupied by two Japanese; into this we were ushered and located for the voyage. There is no furniture in these cabins, simply a thick grass matting on the floor, and a narrow seat along the sides. Because of the matting we were requested to take off our shoes and leave them outside the door. This is the real Japanese custom. The proper thing to do is to spend the time lying on the floor. The other passengers were already lying at full length on the floor, smoking cigarettes. The steward spread a white blanket on the floor crosswise of the vessel, and motioned to us to take that place, which we did, as it was raining and blowing heavy and not comfortable outside. Soon the steward brought us tea, coffee, or soup: we have never yet learned which, but it was hot, and seeing the Japanese drink theirs, we drank it without apparent "injurious" results. Not being accustomed to lying on the floor I decided to *sit* on my blanket, but as soon as the boat was outside the breakwater she began pitching so violently that I found it more satisfactory to lie down. My position being crosswise the boat, I had much labor to avoid rolling down on the Japanese, who were lying lengthwise of the boat. However, I consoled myself with the idea that the steamer might soon change her course and then I would have the advantage of my fellow bunkers. Just about this time she

JAPAN



RIVER SCENE, TOKUSHIMA, JAPAN.

GOING TO TOKUSHIMA

did change her course, and the wind struck us so violently that it blew in the heavy glass window, about eighteen inches long and twelve wide, with a great crash. It fell between the Japanese and myself, but fortunately did not fall on either of us. The Japanese was lying with his face upturned and would have been severely cut and disfigured had it struck him. We were thankful that it did not strike us, as we might have been severely injured. After that the gale swept into the cabin, but we then had the best position, as the ship was rolling very heavy, and we could keep our position, but the two Japanese were having a lively time of it, rolling from one side of the cabin to the other. After about three hours of this rough sailing, down Osaka bay, we came to the channel which leads out into the open Pacific; right here is a small harbor almost enclosed by land, and our captain put the boat in there and anchored. There were two other steamers already at anchor there, and another soon followed us in, making four small steamers lying at anchor in this small harbor. There is a small fishing village here and the air is redolent with the fragrance of decayed fish. Also there is a Japanese fort on one side of this channel, and a lighthouse on the other. About this time the obliging steward brought in dinner: it was the Japanese style of dinner, and having not yet definitely decided whether we would retain the tea, coffee or soup, already taken, we declined the dinner with thanks, particularly as we did not like its appearance or odor. The first-class deck in this steamer is five and a half feet high; as my height is five feet eight inches I bumped my head against the ceiling about forty times on the trip, each time I thought surely I would recollect this hereafter. On the outer side of the deck is a passageway, and we watched the Japanese as they passed through; there was not a sailor who passed under the deck who was more than five feet tall.

We have very much to learn of these people in politeness, which is greatly to their credit. On the other hand, they have

JAPAN



MUNICIPAL BUILDING, TOKUSHIMA, JAPAN.

GOING TO TOKUSHIMA

no idea of modesty, or at least what we call modesty. While we were waiting in this quiet little harbor the ship's crew took their bath, as it was nearly night. They had a wooden box about three feet square, and same height, filled with warm water, and placed midship, and proceeded to bathe, one at a time. Each came out entirely naked, in full view of the passengers, several of whom were women, and climbed into the tub, took their bath and made way for the next. At least fifteen men and boys took their bath in the same water.

After waiting eight hours we proceeded on our way to Tokushima, where we landed at four a. m. and found our missionary friends on the dock waiting for us. They told us our boat had been held up waiting for the sea to calm down before they would venture out. As we could not understand a word of Japanese, we had no idea what was the cause of the long delay.

Tokushima is a pretty Japanese city of seventy thousand. There are only *ten* white people here, and they are the men, women and children belonging to the missionary families. There is one cotton factory here, working one thousand hands, making plain unbleached cotton cloth, and several other smaller factories in various lines, making such articles as are in use by the Japanese in this section. Agriculture is the work of nearly the whole population excepting those engaged in the railroad work, as this is the headquarters for the railways of this island. They are now building additional railways on this island and will in time be well supplied at all inland points with railway transportation. It is a remarkably healthy place and all ten of the white population were in robust health. The city owns a small electric plant, and some of the citizens have the electric lights, but there is no light of any kind furnished by the city for street lighting, and one going out after dark must carry a lantern.

Castle-Hill is about four hundred feet high, and lies in

KOREA

the central part of the city. We climbed to the top and had a great view of the surroundings. The Presbyterian missionaries here are of excellent ability and enthused with their work; they are laying the foundation for a great Christian awakening in the near future. We met a large number of Japanese Christians who have been converted under the preaching of Mr. Logan and his assistants; many of them are leading and influential citizens. Also the work is progressing favorably in about twenty different towns in this district, mostly under the direct preaching of native pastors, installed by Reverend Logan, and some of these are self supporting. We called at the largest church in the city and met the native pastor and his wife. It is quite a comfortable church, with seating capacity for nearly three hundred; the work in this church is encouraging—it was established by Mr. Logan, and when it became self supporting was turned over to the native Japanese pastor. Miss Curd is an efficient lady worker and has been in this field for several years. Mr. and Mrs. Ostram, who have been here only about a year, have already made great progress in learning the language, and will without doubt very soon become a great factor in the conversion of these people to Christianity. Mr. Ostram is a young man of fine ability, energetic, a worker, and inspires us with the belief that he will soon become a great power for good in the missionary field. We were received so cordially and treated so hospitably by these worthy workers in the Christian missionary cause that we left them with great reluctance.

After a delightful visit in Japan we left Kobe on April 26th for

KOREA.

Korea, "the land of the morning calm." The Japanese in connection with their railway line from Tokyo to Shimonoseki,

KOREA

own and operate a line of steamers across the Japanese Sea, one hundred and thirty miles, to Fusan, there connecting with the main line railway through Korea to the Trans-Siberian Railway line. Many travelers are taking this route, making the quickest time around the world; also the quickest time to London, Berlin and Paris. We were surprised to find these railways well equipped with sleeping cars, restaurant cars, and all the comforts of American railways; trains well managed, run about thirty miles an hour, over good well ballasted tracks. This road is entirely in the hands of the Japanese government, who own it; also the boat line, and the hotels at the most important points. We found these government hotels and restaurants very much better than most others in this part of the "Far East." Only Japanese are employed on this line, and they are demonstrating good ability in running railways and hotels. At Fusan the Japanese government has built fine large docks and run the trains alongside the steamers, making the transfer very quick and convenient. If they will now build docks at Shimonoseki, Japan, so that transfers can be made as convenient as at Fusan, they will have the greatest highway for travel from Yokahoma to Siberia.

On entering Korea by this route we were surprised at the barren and sterile condition of this country. Having just left Japan where the crops are fine and the soil good, the contrast is great, along the whole line from Fusan to Seoul; there is very little land that is worth cultivating, being mostly low, sandy or rocky hills. The whole country along the railway is one vast cemetery, every hill or side hill, which is not tillable, is covered with little mounds, each one being a grave. These have no doubt been thousands of years in accumulating, and any which were on tillable land have long since been obliterated. It makes one feel that "in the midst of life we are in the midst of death." The "grim reaper" has been at work here for so many centuries that he has left his mark in every mound and hill. So few trees are in Korea that it is called "a

KOREA



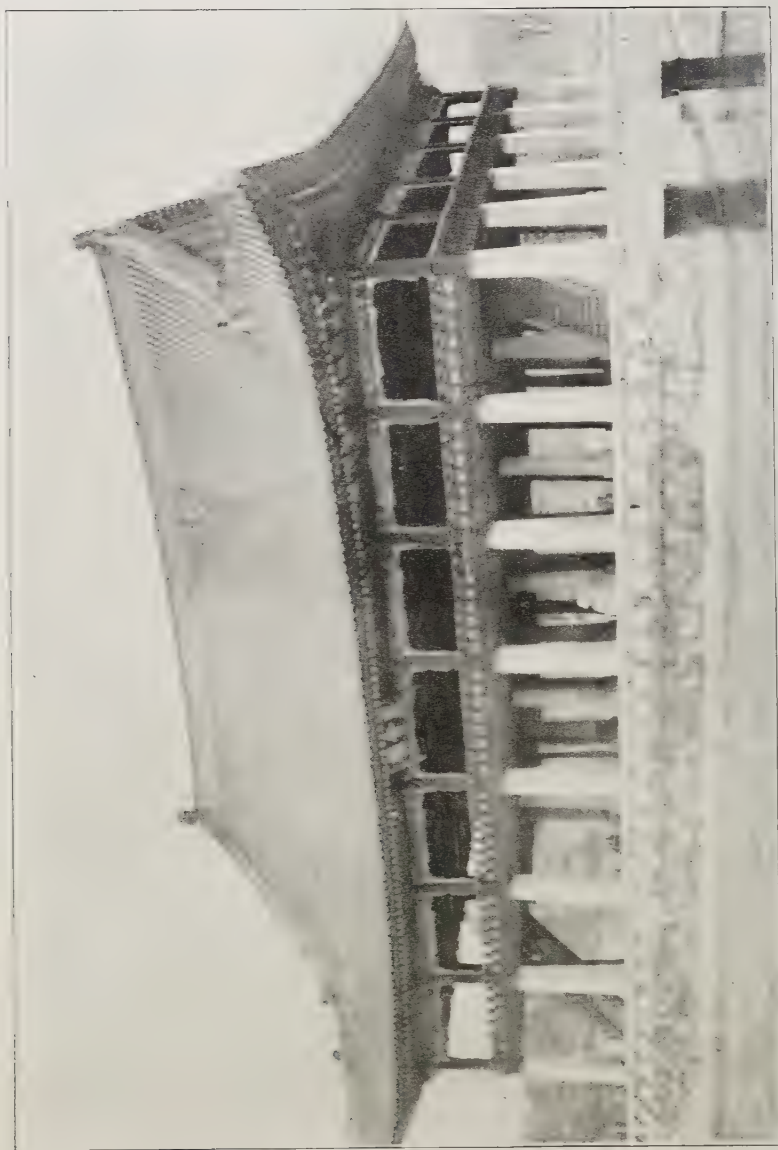
ONE OF THE UPPER CLASS RESIDENCES, KOREA.
Showing the proprietor and his friends.

KOREA

country without trees;" this gives it a bleak and dreary appearance. There are a few evergreens or pines on the hillsides in some places, but generally, even the rough hillsides have no trees.

The climate in Korea is just about the same as central United States, and all crops which we grow can be grown here, but rice is the principal crop and is grown on every foot of ground where it is possible. Our western farmers would think it a hardship to work all day in the mud and water to their knees, but this is what we see in this country continually. The "paddy fields," as they are called, are made level for irrigation and water six inches to a foot deep is run over them, and stands there during the plowing and planting of the rice. This kind of irrigation is required to bring a crop here, where soil is thin, and land has been cultivated since prehistoric times. In addition, everything that will fertilize the ground is used, the straw from the former crop is plowed under or spaded under, as most of the plowing is done by man and spade. There are some oxen used in Korea to plow the "paddy fields" or to haul the loads to or from the market; still three-quarters of all the rice that goes to market, or merchandise that comes from market, is carried on the backs of men. These Koreans are a sturdy race, about six inches taller than the Japanese; they are good workers generally, because they must struggle the hardest to keep from starving. They look much like the Chinese, and may be called his brother, but are not as large as the Chinese. Being mild and quiet in disposition, the Japanese could easily conquer them—they have not enough spirit left to make much resistance; they are a subdued nation and easily held in subjection. The dress of the Korean is *white*, bleached or unbleached cloth, made of linen or cotton; *everyone wears white, old and young, men, women and children*. Some few have pride enough to keep these white garments clean, but generally they do not take the trouble to wash their clothes, and one may readily imagine what color a white garment would become if

KOREA



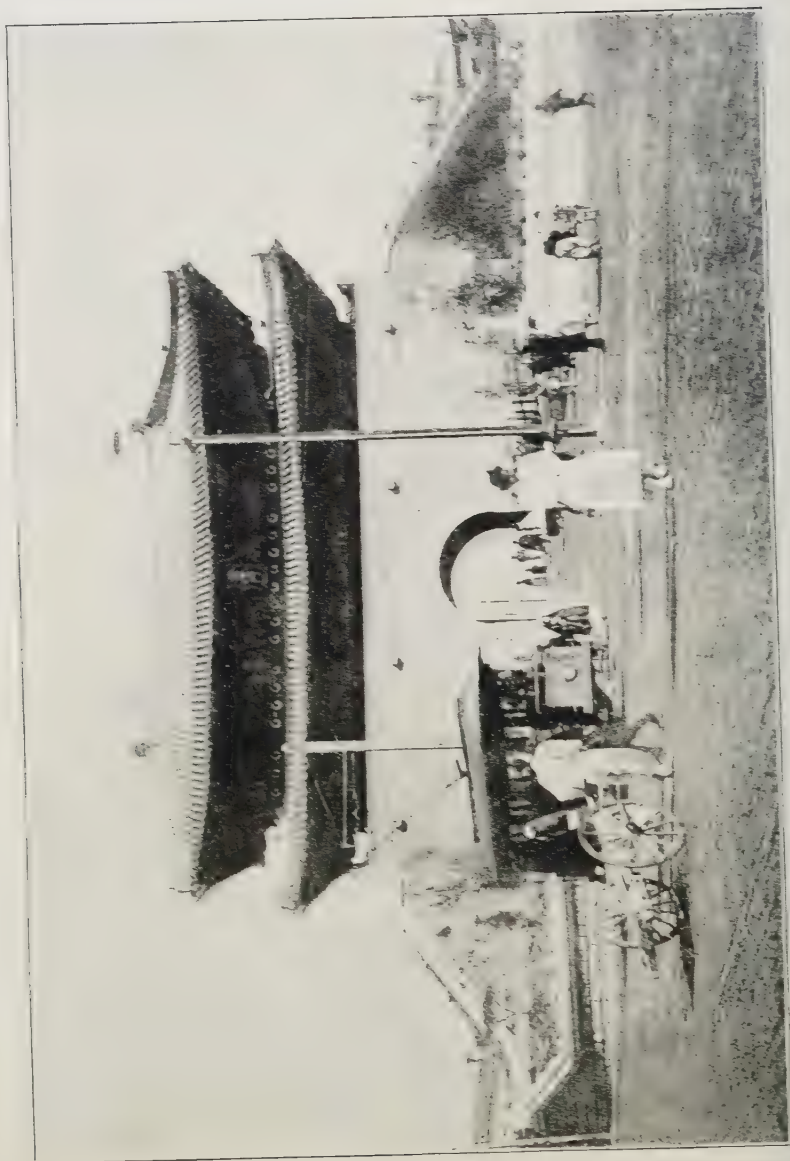
BANQUET HALL, SEOUL, KOREA.

KOREA

never washed. The Korean man of authority wears a long white garment; in fact, what we would call a night gown. His *hat* is made of fine screen wire, the crown being about four inches in diameter and seven inches high, with a narrow rim. This excuse for a hat must of course be tied with strings under the chin—a man with a seven inch head, surmounted with a four inch hat, and wearing a white night gown is certainly a “jim dandy.” That is the garb of all the Korean men who can afford it, but many of the poorer people simply tie up their head and ears with white cloth, making them look like they had the ear-ache or tooth-ache.

Their homes in general are almost as poor as the houses of the uncivilized tribes in Africa, built of mud walls and covered with a thatched roof, with no furniture and very little fire; they certainly must suffer greatly, as they have snow and cold weather here in winter. We were invited to call on one of the so-called wealthy men of Korea: his house would no doubt be called luxurious by his people. The floors were made of thin rock slabs, under which a fire is built to warm the house; over the rocks is laid a heavy oiled paper floor covering, which may be washed like a wood floor; it looks well and is easy to keep clean. As this house is only one story it is kept as warm in winter as may be desired, with the fire under the floor. This residence of my friend was quite prettily situated in a grove of bamboo trees with the mud so deep in the front yard that we had to walk on stepping stones to keep from being mired. The house may have had five to seven rooms, connected with sliding inside doors, Japanese fashion. We were only in the front hall, or entertainment room, which was extremely neat and clean. He has more than one wife (don't know how many); no furniture, simply cushions laid on the floor to sit upon, not comfortable to one who has stiff legs. Our conversation was carried on through an interpreter, and in that way was of course rather slow and unsatisfactory. On parting he gave us his card and we reciprocated and asked him with his two

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NANDAIMON GATE, SEOUL, KOREA.

JAPANESE HOTEL AT TAIDEN

friends to stand in front of his home while we photographed the place. A few Korean homes of this class are what they would call comfortable, but the mass of people call for our sympathy when we look into their poverty stricken places of abode, which could hardly be called homes.

The Japanese feel themselves to be the higher class of people and the conquerors of Korea (though the Koreans are as easily conquered as rabbits). They now keep the ex-emperor of Korea a prisoner in his own palace in Seoul, but he would not run away if given his choice, and would be harmless wherever he was. The Japanese fill all the offices themselves and tax the Koreans to the limit, but will not permit one of them to leave the country, all of which, no doubt, looks reasonable to the governing nation. They will without doubt, in course of time, raise the standard of enlightenment in Korea, as they have established free hospitals and free schools in the larger cities, which has had the effect of reducing the attendance at the missionary schools and hospitals in some places.

JAPANESE HOTEL AT TAIDEN, KOREA.

We were compelled to remain for the night at this Japanese hotel, as our train did not leave until morning, and there are no European hotels there. We had anticipated this and brought with us bread, cold meat, sardines and marmalade. At the hotel door we were invited to remove our shoes and put on Japanese slippers, which are not as comfortable to us as our own shoes, but this is the unchangeable rule. We were then ushered into a room upstairs which had, on one side, all sliding screen doors opening out on a wide veranda. As the weather was not cold we did not suffer, but in cold weather

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the room would be very uncomfortable. The place was spotlessly clean, floor covered with matting, small mats for us to sit upon, and a charcoal braiser, with fire, heated a small tea kettle of water. There was no furniture in the room except one chair which looked like it did not belong there. After taking a walk to see the city, which has 40,000 Koreans and Japanese, and no white population, we asked, through our guide, for tea, boiled eggs and rice; with the lunch we brought this made us a good dinner, which we ate sitting on the floor. When ready for bed the Japanese maid brought a stack of thick cotton comforts, which she laid on the floor, and we laid ourselves upon them. We don't like sleeping on the floor, but managed to sleep quite comfortably. Next morning, the moment I got out of bed, and before I had put on any of my clothes, the whole side of our room was shoved back by the ever-present little maid, who stood smiling a good morning, and ready to assist me to dress. My modesty was greatly shocked at this intrusion, as I have been accustomed to putting on my clothing without the help of a maid; I declined her polite assistance and proceeded to get into my clothing the best I could while sitting on the floor.

Next move was to wash my face and brush my teeth; the maid then brought a pan of warm water *and the hotel tooth-brush*, with two boxes of tooth powder, one white and the other pink. Sitting down beside the pan of water she waited for me to sit beside her and have my face washed and teeth brushed. Imagine my embarrassment, and my wife an interested spectator. It was a moment which required great decision of character on my part, as I did not wish to submit to this Japanese custom, or invasion of my rights, and I did not wish to offend this innocent, smiling maid. My decision was instantly made, however; I took *my own tooth-brush*, brushed my teeth, and washed my own face, kneeling on the floor beside the pan of water, with the aforesaid maid sitting as close beside me as possible, watching the proceeding with an expres-

CHUNJU

sion on her face indicating that her feelings had been hurt by my disdaining her proffered assistance. Breakfast was a repetition of the dinner night before. Then slipping down to the front door, we put on our shoes, which had been left there the night before, said goodbye with three very low bows, and departed for our train. The careful, obliging maid however, followed us to the train, to see that we had all our belongings, and a good seat, when we both said a last goodbye with three more very low bows.

CHUNJU

Our way now was down the Kunsan branch railway to Rivi, fifty miles. Here we took rickshaws for twenty miles over a turn-pike rock road to Chunju. Now, we like the rickshaw for short rides, but when it comes to a twenty mile ride, over a rough rocky road, in rickshaws, without rubber tires, we would choose a comfortable carriage every time, if we had the *opportunity*. As there was no carriage in the town, we took the only other mode of conveyance, and we still distinctly recollect the jolting we had for four hours "on the road to Chunju." This part is called the "Granary of Korea," as the country for many miles on either side of the road is covered with rice fields, which are fertile and bear good crops; a great contrast with the sterile country along the main line of railroad between Fusan and Seoul. And much to our surprise a mile or two before reaching Chunju we were met by our missionary friends, Miss Buckland, Mrs. Reynolds and Mr. Winn. It was certainly a glad and joyful reception to both them and ourselves, causing us to forget the hardships of the trip. We were royally entertained by each and every member of the missionary district of Chunju, excepting those who were absent on itiner-

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TYPICAL KOREAN GROUP ON STREET, CHUNJU, KOREA.

CHUNJU

ary work in the surrounding country, and Dr. Reynolds, who was away on official duties. One good friend from our home church, Miss Dysart, came over from the Kunsan mission to meet us. There are so very few travelers who visit this station that it is a joy to the hearts of these good mission workers to see a friend from home, and we fully reciprocated in our joy in meeting them. We were entertained every meal while at Chunju by the various good people; at one house for breakfast, another for luncheon, and still another for dinner, and such good eatings as they gave us actually made us think we must be back in old Missouri, eating the good food at home. We were glad to see these devoted self-sacrificing missionaries so comfortably situated, each family having a nice little home to themselves on the hills adjacent to the town. The location is high and healthy, and the view over the town, river and mountains is a delight to the lover of scenery. In fact, we told our friends that we could report that it was a mistake to mention the "hardships of the missionary," as they have as many comforts of life here as at home. But they are entitled to all the comforts which they can get here, and more, as they are devoting their lives to the Christianizing of these idol worshipping Koreans, who never heard of our Savior until these missionaries came to them. At Chunju this Presbyterian mission, which is the only Protestant mission here, has a boys' school, Mr. Eversole, principal; a girls' school, Miss Buckland, principal; a hospital, Dr. Daniels in charge; a church in the little city, in charge of a native pastor, seating capacity six hundred, and regular attendance of about four hundred, besides work in the outlying stations in the district. Every individual missionary here, both men and women, are of better ability than the forces one usually meets in the foreign missionary work; so many of them of unusual ability that it would be hardly fair to mention any particular one, but Dr. Daniels in his hospital, seems to be the right man in the right place. He has charge of a new hospital, situated on the top of a high hill, a very healthy and sightly location; has twenty-four beds, twenty of

KOREA



HOSPITAL, CHUNJU, KOREA.

SEOUL

which were occupied when we were there. He delivered in April, 1913, medicine on over a thousand prescriptions. As to the number of converts in the past and present, we shall have to refer the inquirer to their missionary reports, but opportunity seems to be especially favorable in this field for great results. The little city of Chunju has a population of 25,000, nearly all Koreans, a few Japanese, and no whites, except these few missionaries. It is probably the most productive agricultural district in Korea. A branch railroad is being built from Rivi. A small river flows through the place, giving plenty of water most of the year, and the people seem more prosperous than other places which we have visited here. Once it was a walled city, but most of the wall has been torn down since Japanese occupation, the south gate being left as a picturesque reminder of the old wall.

As our time is limited we very reluctantly bid goodbye, and God bless you, to our good friends, and continued our journey back to the main line of railway at Taiden, and up to the capital.

SEOUL.

Seoul, the most important city in Korea, has a population of 250,000 Koreans and 50,000 Japanese, one good wide street, running north and south, and one running east and west, the others very narrow, and squalid. An electric tram car system has been laid in the principal wide streets, and is now being extended; also a large sewer is being put down in one of the wide streets. Otherwise there is no sewerage, and the usual bad smells and unhealthy conditions are here, which always exist under such circumstances. The city wall has been torn down, except the most important gate, which stands as a land-

KOREA



THE WHITE BUDDHA, NEAR SEOUL, KOREA.

SEOUL

mark, and a short piece of the wall on the south side about sixty feet high, a quarter of a mile long, to show what a great wall Seoul once had.

The old palace is probably the greatest show place in Seoul. There are half a dozen very large palace buildings in the central part of the grounds, all elaborately decorated with wide overhanging roofs, and a wonderful amount of carving under each roof, where it extends outside the building. Then beyond these central palaces, and along the sides of the grounds, are a great number of smaller palace buildings, about a hundred in number, the whole being inside a stone wall twenty feet high. These palaces (now called the old palace), were burnt during a war with Japan, and rebuilt as they now stand, about fifty years ago. They were erected at great expense, by a monarch who could not spend such a vast sum of money without oppressing his people. Since the Japanese occupation, they are entirely deserted, except by one or two gate keepers, and travelers, most of whom have curiosity enough to go through these vast grounds just to view the palace. These buildings are all closed and locked and no one can enter them, but there is nothing inside to see. No repairs are done here, and some of the roofs are beginning to decay and fall. Quite likely, within a few years, the vast expanse of palace buildings may be torn down and the grounds used for a park. Just outside the palace grounds on the west is the banquet hall, a two story building, one hundred and fifty feet square, open on all sides, and surrounded by a lotus lake. This also conveys the idea that it was a place of great splendor and extravagance in the palmy days, now forever past, and no doubt it is well that such extravagance is past, as these poor Koreans have a very hard time to eke out the poorest kind of a living, without such kingly extravagance.

The "Gate of Heaven," so-called, is a very small temple, extravagantly decorated both outside and inside, situated in

KOREA



THE MARKET OF THE HENS, SEOUL, KOREA.

SEOUL

the southeastern part of the city. Here the emperor would come to pray when rain was badly needed, or when prayers were needed to protect the people from any calamity. About six miles out to the northwest of Seoul is the "White Buddha." It is advertised as one of the important things for visitors to see; we took rickshaws and went there one fine spring day. We anticipated seeing a figure of Buddha, cut out of solid rock, and were disappointed when we found it was simply a picture of Buddha *painted* on a rock, which is covered with a roof. To us it seems to be a fraud on Buddha, and the visitors who go there to see it. We were, however, fully compensated by the beautiful scenery on the road, both going and coming.

There is a wall perhaps two thousand years old, built much like the great Chinese wall, about twenty feet high, with great iron-clad gates, at all roadways which we passed on our return trip. This wall runs straight across the country, through valleys and over mountains; what it was built to protect, or the date of its erection, we were unable to learn, but it must have been built when a monarch could force his subjects to work. There are several quaint little villages along this trip which are very pretty, in the foot hills and mountains: Seoul is surrounded on three sides by low mountains.

Sontag Hotel is the only hotel in Seoul where the traveler can get European cooking and beds; all the others being Japanese or Korean, and it has the exclusive patronage of all white people visiting the city. It isn't large, and does not need to be, as there are not a great many tourists who visit Korea. Let us suggest that in case another European hotel is built there, when you visit Seoul, *better patronize the other*.

Buying a sleeping car ticket in most places is a very simple matter; not so in Seoul. As we decided to go back to Fusan on the night train we took our guide and went to the station early the day before to get our choice of berths. We were di-

KOREA



SCHODORI STREET, SEOUL, KOREA.

SHANGHAI, CHINA.

rected to the station master, where we indicated our desires. Instead of proceeding to sell and hand out our tickets, he invited us into his office and gave us seats. We showed him on his Pullman car chart the numbers we wanted. He then ordered *tea* for us, our guide and himself. We again approached the subject of sleeping car berths, and he then explained that these cars had four berths in a compartment, and they must be sold in rotation, beginning with number one; the next buyer gets number two, and so on until all the berths are sold, *regardless of sex of buyers*. As we were first, we were compelled to take numbers one and two, being an upper and lower, for Mrs. Wheeler and myself. All our argument was of no avail; we could not buy the two lowers, or have choice of berths. Next night on the car we found he had sold an Englishman number three, being in our compartment, but we persuaded the conductor to transfer the Englishman to an unoccupied compartment, which at least, made us quite comfortable, and the only occupants of that compartment.

We now doubled back by rail to Fusan, then across the Japan Sea to Shimonoseki, Japan, where we caught the Nippon Yusen Kaisha line steamer, Shidzuoka-Maru, for the sail across the Yellow Sea and were safely landed May 7, 1913, at

SHANGHAI.

Shanghai, after a month pleasantly spent in Japan, where we visited some places that we had not seen before, and Korea, which was new to us. Shanghai is more like an European city than any other in this part of the world. Large tracts of land have been ceded to various nations, the English, the French, the German concessions. The most important nations have land enough to build a city of their own, and indeed, the

CHINA



SHANGHAI HARBOR.

SHANGHAI



CANAL, SHANGHAI.

CHINA

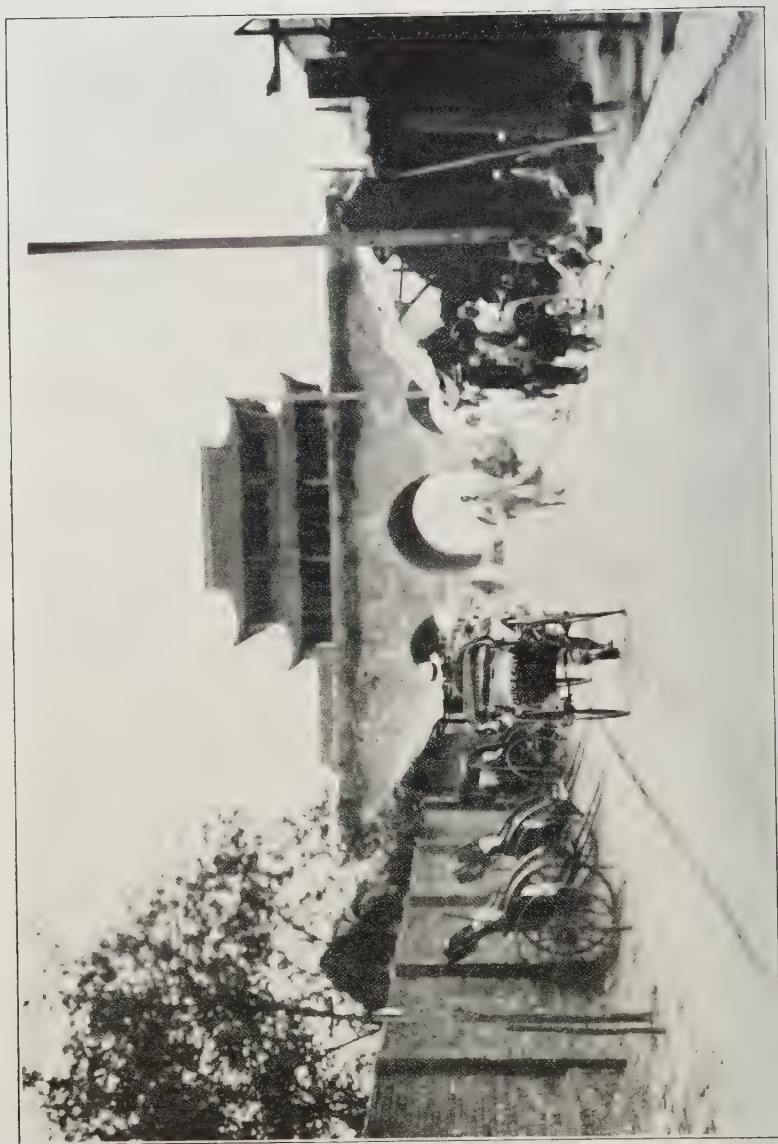


STREET SCENE, SHANGHAI, CHINA.

SHANGHAI

English, German and French, each have large colonies of their own people here. The city is built on the Yangtze bottom lands, and is perfectly flat; indeed, if it were not for the ebb and flow of the tides the accumulation of sewerage would make it very unhealthy. In fact, this sewerage must be a great detriment to health conditions as it now exists. Many places in the best parts of the residential districts, the large open sewers send forth such unpleasant smells that we would not like to reside permanently in such localities. Shanghai has the reputation of being the most lawless and immoral city in the world; whether this is the actual condition we are unable to say. There are many stories written in magazines and novels telling of the foul murders, and every other bad thing that one could think of, that are perpetrated in Shanghai in the night, and sometimes even in daylight, but there are many large Indian Sirk policemen on the street, and they seem to keep order as well as in most large cities. The Chinese, or native quarter, is densely packed, has narrow streets and such a mixture of Chinese from all parts of this great empire or republic, we hardly know which, as yet, that one might consider it a good place to avoid after dark. Almost every business line is well represented here, particularly the banking and shipping business. Situated near the mouth of the great Yangtze river, and the terminus of railways, most of which have yet to be built, and being the center of the ocean traffic of this part of the world, Shanghai will surely expand her business and increase her population for many years to come. Even now the harbor, which is simply the river, is one of the busy places of the world. Every kind of water craft, from the large ocean liner to the sampan, are continually in view, moving out or in, loading or unloading their various cargoes. The ocean liners do not tie up to the wharf, but anchor in mid-stream, discharge and receive cargo by steam tenders or launches, but the river steamers, which are many, lie alongside the docks or jetties. The river front, called "the Bund," was a beautiful park for more than a mile, but the shipping has increased so much that the city has

CHINA



GATEWAY THROUGH CITY WALL, NANKING, CHINA.
On the way to the Ming Tombs.

NANKING

given up most of that park to the use of steamers for wharf and jetties. The result is that only about one-fourth of the park remains, but that is a great place of resort for the public in the afternoons and evenings, when the city band plays.

The Yangtze river (the name means "the son of the ocean"), is the great natural commercial highway, draining the heart of the greatest agricultural section of China. The Chinese claim that next to the Amazon, it is navigable for a greater distance than any other river in the world. Large ocean liners ply the river as far as Hankow, which is six hundred miles above Shanghai, and the smaller vessels go up two thousand miles, besides the thousands of miles of branches which are navigable.

A regular line of river steamers, large and comfortable, run every day to Hankow; time four days. On May 10, 1913, we left Shanghai for this river trip. We secured our cabin on the steamer *Tatung* and placed our trunks in it, then took the railroad to

NANKING.

"*Nanking.*" This is the old capital of China; the records go back six hundred years before Christ; and it was then a great walled city, and how old history does not tell us. It is one of the "treaty ports," and has many times been the capital of China, the last time was under the "Ming" dynasty, five hundred years ago. Nanking has a wall twenty-seven miles in length, average about sixty feet high, and twenty to forty feet thick. The outside of this wall is made of rock, but it is not rock all the way through; we think most of the inside

CHINA



STATUARY GUARDING MING TOMBS ON THE "HOLY WAY," NANKING, CHINA.

NANKING.



STATUARY GUARDING THE "HOLY WAY" MING TOMBS, NANKING, CHINA.

CHINA

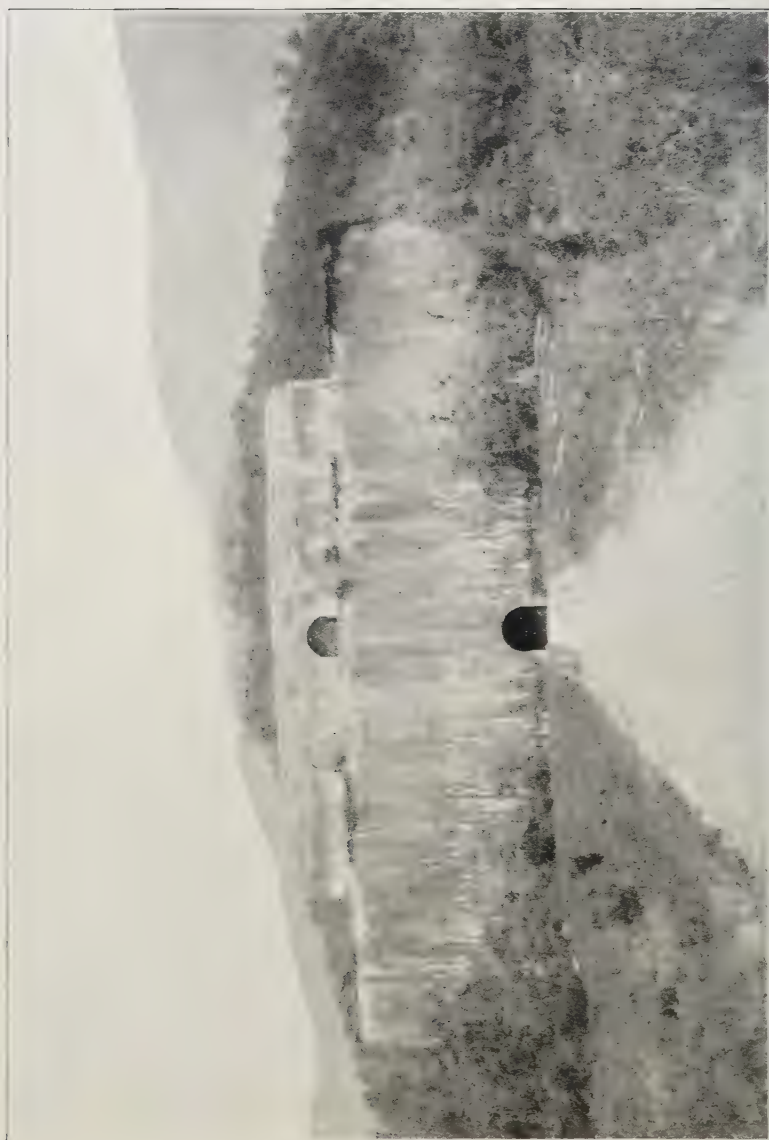


STATUARY GUARDING THE "HOLY WAY" TO TOMBS, NANKING, CHINA.

NANKING

must be earth. There are five gates at convenient places, made of heavy timbers covered with heavy sheet iron. The population at present is 350,000, and at times in the past has been over a million. Quite a large part of this population now live outside the gates, and the territory inside the gates is not more than one-quarter occupied by the city. The new Pukow-Tientsin railway has its terminus just across the Yangtze river from *Nanking*, and the prospects are bright for a large commercial city here in the near future. There are several new buildings now being erected, and a large amount of goods manufactured here, such as satins, velvets, crepe, ribbons, silk piece goods, paper, artificial flowers, India ink, cannon and war materials, as well as "Nankeen" cotton cloth, which has for years been a staple in this line all over the world. Our trip to Nanking was particularly to visit the "Ming tombs." After having obtained a Chinese student from the Methodist college at Nanking as a guide, we drove out to the tombs, which are two or three miles outside the walls. Approaching the tombs we came to what is called "the Holy Way," being an avenue with statuary of animals on each side; first lions, then bullocks, horses, camels and elephants. There are twenty of this animal statuary, all about twice life size. Then there is a turn in the avenue which is marked by two large pillars about thirty feet high, one on each side of the way. Next comes four huge statues of generals, two on each side of the avenue, about twenty feet high, and after that four statues of Mandarins, the same height, two on each side. Next is a small sacred bridge, a lofty gateway, and about five hundred feet farther another wide gateway. Behind this is the real tomb, which is simply a large mound of earth about fifty feet high and about four hundred feet around, covered with spruce forest trees, planted thickly, so that they shade the whole mound. The emperor, "Hung Hu," who was the first of the "Ming" emperors, died in 1393, and this is his burial place, and includes all his family. All this statuary was cut out of white sandstone, and although now over five hundred years old, are still almost as good as

CHINA



MING TOMBS, NANKING, CHINA.

NANKING

new; if they ever were of any use they are still just as useful as ever, as they are all *in good standing*. There are numbers of beggars in this vicinity, very persistent, and when we give to one, we are immediately set upon by each of the others, insisting that they should also be favored. On our way back to the hotel we visited the "examination halls," where it was customary to examine all students who were in line for appointment to government situations. There are *nineteen thousand stalls* in this examination hall, each four feet wide and five feet deep, where examinations were conducted once in three years, beginning March 4th and continuing four days, three hours per day, each student being penned up in a stall where he could not get help from anyone. As this plan of examination is done away with now these acres of little stalls will soon decay and be a thing of the past, as they will not be kept in repair. Next we visited a *Confucian* temple, which is now more than a thousand years old, and not in good repair, but is still in use. The family of Confucius are buried here. He was not a god, but a philosopher, who wrote proverbs, which were good, and his followers who practice his proverbs will be excellent moral citizens.

After returning from this very interesting day's visit, we thought to take a few pictures of the streets, canals and people, taking our camera we started on foot for a short excursion in the city, but soon had half a hundred idle followers, and whenever we undertook to unlimber the camera to get a shot this rabble of curiosity seekers would crowd around us so closely that it was impossible to take a picture; we soon gave up the idea and returned to our hotel.

One may go anywhere here in a rickshaw, provided he keeps going, but if he stops to take a photo, must be quick, or the crowd around him will be so great that it will be impossible to get a shot. As we only had one day at Nanking, and the latter part of that was raining, we did not go to the missions,

CHINA



FISHING IN THE YANGTZE RIVER, CHINA.

CHINA



CHINESE SAIL BOAT ON YANGTZE RIVER.

CHINA



PEARL PAGODA, ANTUNG, ON YANGTZE RIVER, CHINA.

NANKING

but there is a large mission compound a half mile from the city, inside the wall, where there are several large schools and a Methodist college, with about five hundred students. We had one of them for a guide, a young Chinaman about eighteen years old; he speaks English and is a bright young man. There is also a Y. M. C. A building in this school compound, probably patronized principally by the students, as it is two miles from the central part of Nanking.

We joined our steamer, the Tatung, as she stopped at Nanking, and found her cabins quite comfortable, and food very good, considering that she is a river steamer, on a Chinese river; her officers are English and crew Chinese. Shortly after getting located on the steamer we were talking with the captain, who said "there would likely be another war, beginning about the time we reached Hankow." There have recently been transferred to Hankow, four thousand soldiers, to keep the peace. The masses are indignant because the government has concluded the foreign loan of 25,000,000 pounds at five and a half per cent interest, and the government gets only seventy-nine cents on the dollar. Therefore, there will be an uprising, and lives and property sacrificed to emphasize their displeasure." As we shall be in Hankow until Friday night, perhaps we may be there to witness the trouble; hope not; very probably it will not materialize. We shall wait and see. (Later—it did not materialize).

The scenery is varied and interesting to us, as we see it for the first time; many fishing boats always in sight, and many boats on the canals along the river bottoms. The whole country is covered with verdure of the deepest green; the mountains are visible on either side; villages and cities are being passed every half hour; all alive with Chinamen.

Frequently we pass a tremendous big timber raft, over a hundred feet long, and half that wide, with houses built on it,

CHINA



DOCKS AT KIUKIANG, CHINA.

KIUKIANG

and one even had a little vegetable garden. These rafts come from a thousand miles up the river, and it takes a whole season of several months for them to float down with the current, to the larger cities, where they are broken up and the timber sold. We got an outside glimpse of the walled cities of Soochow, Wasih, Changchow, Chinkiang, Kiukiang and Anking. The latter city has what is called the most beautiful pagoda in China. The natives are said to be hard to control at Anking; they have had many riots and uprisings, and have sometimes killed their governor. The population of Anking is about 70,000, and missionary work is very active here, both Catholic and Protestant.

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KIUKIANG.

Kiukiang is another walled city of considerable importance. We stopped there several hours and made quite a tour through and around the city. Business is brisk and much tea is shipped from that point. While we were there we noticed a shipment of two thousand packages of tea being carried by Chinamen from a warehouse, five blocks to the steamer. There were apparently as many as five hundred Chinamen doing the carrying; they kept a continual stream of tea packages moving, and soon had it aboard the steamer. It seemed to us that this was a very expensive way of making a large shipment, but those patient Chinese *Coolies*, as they are called, get only a few cents a day—about fifteen cents, Mexican; equal to seven and a half cents in our money. It may be the cheapest way to transfer from warehouse to steamer. Two streets back from the city front, Kiukiang streets are about as narrow and filthy as we have ever seen in any part of China. The drainage is by open sewers and the smells are something appalling, but these people do not seem to notice the odors. It is reported

CHINA



COOLIES CARRYING TEA TO THE STEAMER, KIUKIANG, CHINA.

HANKOW

that the governor of this province has declared his independence and is about to set up a little kingdom of his own, if he has soldiers enough to do so. We would rather be out of China before the fight begins.

There are many other cities along the Yangtze which are of considerable importance, where we did not stop. Old walled towns of a thousand years, and walls forty feet high around them. It may have cost more to build these walls than the whole towns are worth. Almost the entire river bottom from Shanghai to Hankow, six hundred miles, is "made land," made by the silt washed down the mighty Yangtze during the ages past. Fortunately for these farmers, its fertility is apparently inexhaustible. Very frequently these bottoms are entirely inundated when the melting snow from the Himalayan mountains comes rushing down to the sea. Two years ago nearly the whole crop was ruined by the overflow, just as the wheat and rice were about ready to harvest.

These river bottom fields are all irrigated, and they were covered with wonderful crops as we saw them. The whole country is covered with a net work of canals, which serve to carry the water for irrigation purposes, and also float the boats which carry the grain out for shipment.

HANKOW.

Hankow being the end of our river trip, we stopped there two days. It has a population of 800,000, and Wuchung, across the river, has nearly as many people; while Hanyang, on the other side of the Han river, which here comes into the Yangtze, has a population of about 400,000, making in all three, nearly two million population. There are so many idle

CHINA



ON THE GRAND CANAL, CHINA.
Notice the trees growing out of the top of pagoda.

HANKOW

Chinese Coolies along the river wharf that the authorities should force at least half of them to go into the country and find work on the farms. There is an immense business done here, and the great river is all the time full of all kinds of water craft, from the big battleship to the sampan.

Hankow is a beautiful city if viewed only from the bund, which lies along the city front for over a mile. Here are located all the foreign concessions, English, German, American, Russian, Italian, Japanese and others. They all have beautiful legations, with fine flower gardens and shade trees. As there is much unrest among the Chinese just at present, these foreign nations have six warships lying along the water front now, to protect their people if trouble should come. A railroad is being built from Hong-Kong to Hankow, nearly a thousand miles. When this is completed, Hankow will be the great inland central shipping point, as it really is now, and is called the "Chicago of China." There is much building going on, and it has a prosperous future, being the greatest tea exporting city, as well as the greatest in other exports.

The country club at Hankow is worthy of mention; has about five hundred members, which include most of the white population, and is a great resort for all kinds of sports. They have a fine mile race track, excellent golf course, twenty tennis courts and cricket grounds, all covered with a beautiful carpet of emerald green grass when we were there; also a very large and handsome club house. It is a great resort for all who love sports or need relaxation at the end of the hot days, and they do have a few days in July and August of the most intense heat.

Hankow is the place where the rebellion began a year and a half ago, which resulted in the change from Imperialism to Republican form of government. There was at that time a great slaughter of Chinese soldiers here.

On May 16th we had our guide get four Chinese Coolies

CHINA



PUNISHMENT FOR MINOR OFFENSES, CHINA.

HANKOW-PEKING RAILWAY

to carry our baggage from the steamer to railway station, about one and a half miles. There were nine packages, most of them small, but the unemployed Coolies on the bank were so eager for employment, that when they saw a man carrying two or more bags, they would snatch one away and undertake to carry it. We made them put these back, but a great crowd followed for a long distance, continually trying to snatch some of the hand bags. We were much afraid of losing some of our baggage in the meelee, and at last did let two men have two hand bags to carry, in order to avoid contention.

HANKOW-PEKING RAILWAY.

Coming through the interior of China from Hankow to Peking by rail the country is rather flat, and not interesting as to scenery. Whenever it is possible the fields are irrigated, and there the crops are just fair; none too good. Most of that country is too high to get water for irrigation, and in such places there is not a fair prospect for crops. Very seldom is there any water in the streams, their beds being entirely dry. The farmers are industriously putting in their crops, hoping for rain in time. These fields in central China have been tilled for four thousand years, and the soil is worn out; nothing can be grown without fertilizer. The people are so poor that they own but few animals. Sometimes we saw a small mule plowing, one man leads the mule, another holds the plow. In other places we saw a man and a mule hitched together to a small plow; and at another time a man pulling the plow alone. These plows only scratch the earth about two inches deep. What would our western farmers think of farming in such land as this? Also, quite a percentage of the country is taken up with the graves of former generations which have been accumulating for all time in the past. In this central and northern por-

CHINA



GATEWAY IN MEMORY OF BARON KEPLER, WHO FELL ON THIS SPOT WHILE
ON DUTY IN THE BOXER UPRISING, PEKING.

HANKOW-PEKING RAILWAY

tion of China the graves are placed close together, and do not obstruct the farmer so much as in the coast country, where they are located haphazard, one grave in a place. All these graves of the common people are designated by a heap or mound of earth four to six feet high. The higher classes frequently have a large mound made, thirty or forty feet high, and in this the whole family is buried. Usually the burial does not take place immediately, but the coffin is left in the field at or near the place of burial for two or three months, just setting on the ground. We saw many of these coffins from the car window. When the proper time comes the relatives simply heap the earth over the coffin, thus making the little graves indicated by the mounds. The poverty of the Chinese is, to us, appalling. At every station along the railway on the Hankow-Peking line there is a band of beggars of the worst appearance that one could imagine. They are prevented from coming into the train by soldiers, and there is a squad of soldiers at every station to protect the trains when we stop. Possibly these soldiers may be a recent detail, placed there on duty because of the present unrest in this country; we do not know as to that, but the guards are at every station on the line now.

Many of these small towns which we passed have walls around them thirty or forty feet high, giving us the impression that these people in the past centuries must have been in the habit of plundering those who were not protected by the walls.

The Yellow River Bridge is the most important engineering feat on this Hankow-Peking line. It is about three hundred miles south of Peking, and consists of one hundred and two spans of one hundred feet length each, all built of steel, making the length of the bridge two miles over the shallow but wide bed of the Yellow river, which just at present is mostly a bed of sand and very little water.

CHINA



CONFUCIAN TEMPLE, PEKING.

PEKING.



DRUM TOWER, PEKING.

CHINA



TEMPLE OF HEAVEN, PEKING, CHINA.
90 feet high. Marble steps and railing encircle it on all sides.

PEKING.

Peking, the capital of China, is one of the large cities of this immense republic; 1,300,000 population. History gives it a date of twelve hundred years B. C., but how much older no one knows. The Chinese claim a record of their kings as early as 2852 B. C., which would make the city nearly five thousand years old, and most of the time it has been the capital of China. There is one outer wall around the whole city about sixty feet high and eighty wide at top. There is a good road on top. We took rickshaws up and rode along the top of the wall for a mile or more; being so far above the surroundings it affords a fine view. The outside wall is twenty-four miles in circumference and must have taxed the people greatly to build such tremendous high and thick walls. This wall is built of rock, and the inside of earth. Along the top are built several large castles, three or four stories high, usually over the gateways. This wall may not be as high or wide in all parts, but of that part which we traveled along the top we have given the height and width accurately.

Another similar wall inside surrounds the "Tartar" city. That is where our hotel stands; also all the foreign legations. Still another wall inside surrounds the Imperial city, in which is located the winter palace, and again inside this is the "Forbidden City," where the emperor lived, and his little son still lives there. Ordinary mortals are not permitted to go inside this "Forbidden City."

Situated in latitude forty, the season is much the same as Nebraska and Iowa, and where the soil is not exhausted will raise about the same kind of crops. The population is so dense that we wonder how so many people can find enough to eat. *The Temple of Heaven* is located two miles outside the city wall, to the south, and occupies about a square mile of territory and is surrounded by a high wall of its own. On entering this

CHINA



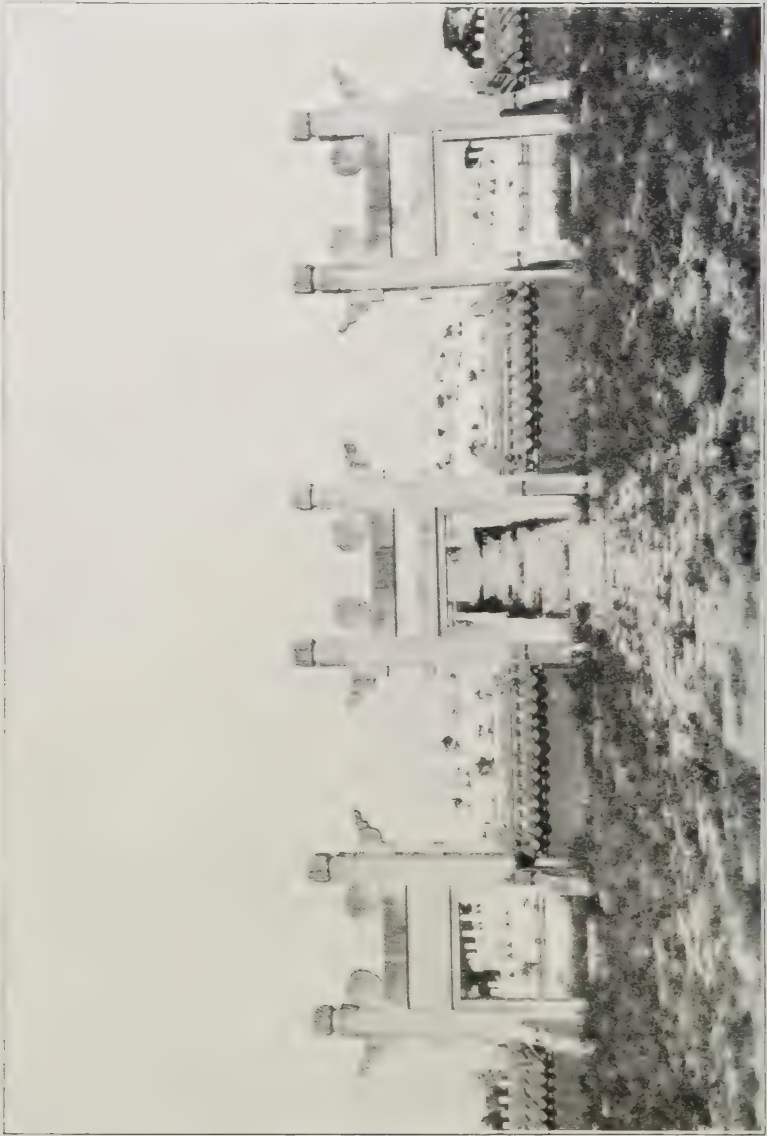
TEMPLE OF HEAVEN, HOLY OF HOLIES.—We were not permitted to enter here.

PEKING.



WHITE MARBLE ALTAR—TEMPLE OF HEAVEN, PEKING.

CHINA



GATES TO THE ALTAR OF HEAVEN—THE ALTAR IN THE DISTANCE.

PEKING

place we are astonished to see such fine style in architecture and beauty of construction. The first thing of importance is the altar which is reached by three flights of marble stairs, passing three different elevations, each surrounded by a line of white marble railing and posts, all handsomely carved. Here the emperor came once a year to offer sacrifice and burn incense on the top of this extravagantly beautiful altar. The incense table which was used for ages has, during recent weeks, been broken to fragments (which still lie there), by vandals, the Chinese say, done by Japanese soldiers. There are four sets of three gateways on each side, north, south, east and west, leading to the altar, all of white marble. Leaving this altar we pass to a gateway which has three gates, all closed to the public. They enclose a circular temple where the emperor worshipped.

Then we proceed about a quarter of a mile to the gateway of the famous holy of holies; this is a three storied building, circular, and ninety feet high; the inside is highly ornamented by carving and painting. All these various altars and buildings taken together are what is called "The Temple of Heaven." This is the most beautiful of all these buildings, and we have to pass several locked gates before we come in sight of it. One of the objections to this visit is, that in every building there are one or two gates where an attendant stands ready to unlock same for a cash fee, which is usually three cents each gate. As there are so many gateways it took all our small money to get through. A small outlay to keep these beautiful and costly buildings in repair would be a good investment for the city, to draw sight-seers for many years to come. These temple buildings and altar are considered by many the most attractive of anything around Peking. In our opinion, the next most beautiful sight here is the *Emperor's Summer Palace*, which is open only on Tuesday each week, and then only to such as have a permit from the president. Our friendly and accommodating American Charge de-Affairs, Mr. Williams, kindly obtained a

CHINA



MARBLE BOAT ON LAKE AT SUMMER PALACE, PEKING.

PEKING



MARBLE BRIDGE, SUMMER PALACE, PEKING.

CHINA



ARTISTIC GATEWAY, SUMMER PALACE, PEKING.

PEKING

permit for us to enter this place of enchantment, which is situated ten miles north of the city. We made this long drive in rickshaws through the dusty and rough streets on a hot May day, but were delighted with the style of the many palace buildings, and the natural beauty of the place, lying on the shores of a lake and at the foot of small mountains. The many palace buildings front on the lake, with marble verandas along the shore; also there is a covered walk parallel with the shore of the lake, each beam in the roof of which is painted with the picture of some of the natural scenic beauties of the palace. This walk is one mile long and passes several architectural features, one of which is a carved wooden gateway of three lofty entrances, very beautiful in design and workmanship. Another is a carved marble bridge, and quite near the bridge is a *carved marble boat*. This last piece of artistic design in marble is strikingly attractive.

Above all this, and a hundred feet higher on the mountain side, are many other buildings very effective, one of which is carved with hundreds of Buddhas. We had a hard day's work, twenty miles over rough roads by rickshaws, besides three or four miles walk through the palace and grounds, but we felt amply repaid for our trip.

CHINA



THE GREAT CHINESE WALL AT NANKOW PASS.

THE GREAT CHINESE WALL.

The Great Chinese Wall is forty-five miles from Peking in a northerly direction, and is worthy of the distinction of being called "one of the seven-wonders-of-the-world." Built three thousand years ago (some say earlier, and others later. We do not give the length as there is no accurate record of its length, though the estimated length is two thousand miles and upward); it is now in almost perfect condition in most parts, although this part of China is subject to severe frosts in winter, which is a test on all masonry. The wall is twenty feet high at this point, and same in thickness, and that part which we inspected is built of stone blocks about fifteen inches thick and three to six feet long, all chiseled off as smooth as if laid in the outside walls of a city residence. The top courses are built of smaller rocks, the space between the two outside layers is filled in with earth or small rock, and is about three feet lower than the wall on either side, so that an army of soldiers could march along the top without danger of falling off. We marched along the top of the wall, intending to go to the peak of the mountain where the wall descends as rapidly on the other side. We started with good intentions, and good wind, but must shamefully confess that before we had gotten half way to the top, both gave out, and we decided to climb no higher; took some photographs from that point, and after a reasonable rest walked slowly down to the bottom of the "*Nankow Pass*" and resumed our sedan chairs for the return trip. We should have stated that after leaving the railway train, eleven miles north of Nankow, we took sedan chairs, each carried by four sure-footed Chinese Coolies, to go to the "*Nankow Pass*," which is three miles from the railway, over as rough roads as we ever traveled. In fact, it is no road at all, but simply the dry bed of a rocky stream, which flows here in torrents during the rainy season. This is the pass where in days before this railway was built, all the traffic came to Peking on the backs of

CHINA



MRS. W. IN SEDAN CHAIR ON TRIP TO GREAT CHINESE WALL.

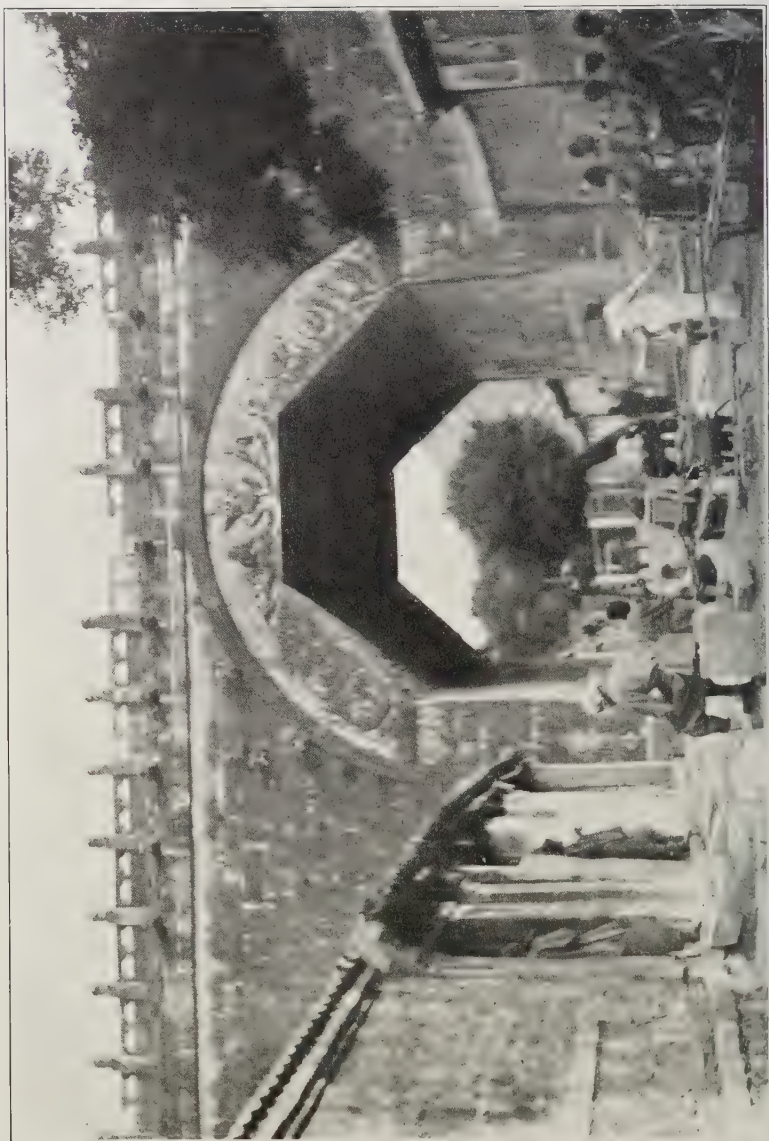
THE GREAT CHINESE WALL

camels from northern China, and even now much of the furs and other merchandise from northern China is carried in the old way, on the backs of camels, through this pass to Peking. The frequent trains of camels from this far-off northern China country reminds us of the times when that was the only kind of train in this part of the world. After this trip to the "Nankow Pass" we turned back with our chairs, wasting no time, that we might get to the Ching-er hotel at Nankow, before dark, as we had fifteen miles of very bad roads to cover, some of which lay alongside of steep mountain precipices, where the miss-step of one of our four chairmen would have dropped us a few hundred feet to a rough and rocky landing. In fact, one of our party was thrown out by the miss-step of one of the chairmen, but fortunately not on a precipice, and no damage, beyond a few bruises, resulted.

In coming down from the wall to the hotel the mountain scenery was fine, almost beyond description. We passed many quaint mountain villages which may have been prosperous in the dim past, when all the traffic from this part of northern China was carried down this trail through the Nankow pass on the backs of camels and donkeys, but now are in a tumble-down condition. In one village an arch with *hexagonal corners* goes through the wall; has fanciful railing on top and some good carving on the arch. "The wall" is in sight for several miles, going over peaks that are so steep one could hardly climb, across valleys and rivers, making archways for the flow of water, and immense wooden gates covered with iron for use when the water is low.

After steady travel in the chairs for five hours (part of the time we walked), we were glad to reach the Chang-er hotel, where we found quite primitive meals and beds, but very acceptable under the circumstances. If we were to reside permanently in China, we think Peking the most desirable of all the Chinese cities for a residence. The climate is good and

CHINA



HEXAGON ARCHWAY, THROUGH THE GREAT CHINESE WALL.

POLITICAL CHINA

healthy on the average, though a few weeks in mid-summer are extremely hot.

The twelve different legations each having "*large compounds*" set apart for their own occupation and their ministers or consuls, as well as the army detail, which every legation here maintain, are very comfortably quartered behind a high wall of their own. The social life therefore, of each nationality, is separate from all others. Yet they may be as social as they like with all others. As there is a little army belonging to each legation it makes the place appear in the Tartar City, much like a military camp; also the Chinese soldiers and police are always in sight. In fact, Peking has enough soldiers at present to defend the place under almost any circumstances. The distances are great from one object of interest to another; so great that one gets very tired of the long rides in rickshaws, particularly when the wind is high, dust bad, and roads rough. There are so many objects of interest in and around this city that one may spend ten days very busy sight-seeing, and then not do the whole city.

POLITICAL CHINA.

Their parliament, congress, or assembly, was in session. We obtained a permit and made a visit, just to see how the Chinese made laws to govern a republic. On the occasion of our call the lower house, consisting of about five hundred members, was not in session. We therefore only saw the upper house or Senate. It is convened in a temporary building in the western part of the Tartar City, the seats arranged much like our own Senate chamber. The Senate has one hundred and seventy-five members, but they were not half in their seats when we called. They are a good looking number of

CHINA



CHINESE FUNERAL, PEKING, CHINA.

POLITICAL CHINA

Chinamen. The speaker and his assistants were particularly bright appearing young men, not much over thirty years of age. About ten of them were dressed in European style clothing, and the remainder in Chinese garb, ranging all the way from silk to blue denims in quality. This assembly should have elected a president as their first duty when they convened April 7th, but up to the present they have virtually done nothing, except quarrel among themselves and make fiery speeches against Yaun-Shi-Kai, the president of the republic, who holds his office until his successor is elected. From their speeches, which we have read in the Peking papers, we are led to believe that very few of these Chinese legislators have a proper conception of what a republic is, and we are sure the common people know nothing of the privileges and duties of a citizen of a republic; and how should they, as it is only a year and a half since they became a republic. We fear the republican form of government may not continue, but hope for the best. Every treaty-port in China, and this includes all the important cities along the waterways, has granted to every one of the important nations of the earth, grounds for their legations, and nearly all of these foreign nations, ourselves included, have a detail of soldiers at every treaty-port to protect the interest of their several nationalities. From past experience, this seems necessary, and it will have the effect to check uprisings in these cities, which will help China very much in continuing a stable republic. In fact, for many years to come this assistance may be needed. Three things which we noticed will greatly delay the progress of China: Their alphabet has over two thousand letters or characters, and it requires at least four years longer than it should to get a good common school education here. Then their money, which is current in one province or state, will not pass in the next state. Their protection of the graves of their ancestors is of course commendable, but these graves have been accumulating for several thousands of years and now occupy a considerable portion of the land, which otherwise might be used to grow food for the living. The custom of

CHINA



PRISONERS EATING THEIR "CHOW" IN JAIL, PEKING, CHINA.
Notice they are chained together.

TIENTSIN

binding the feet of the female infants is still common in this country. We saw many grown Chinese women with feet not more than six inches long, including the heel and toe. They are sadly deformed and rendered unfit for ordinary walking, while on the street and in the parks they simply hobble along like one on two wooden legs.

TIENTSIN.

Tientsin is a treaty-port of China, and has a population of over a million Chinese and a few thousand Europeans, including two hundred and sixteen Americans. It is really the seaport for Peking, which is one hundred miles distant by rail, and is the distributing point for imports for a large part of China. Situated on the Pei-ho river, the Grand canal, and forty miles from Gulf of Chi-li (ocean steamers come up to the city), and now becoming a railroad center, it will continue as heretofore to be the distributing city for a large part of this empire. There is one street in Tientsin called Victoria, about two miles long, which has nearly *all* the foreign business houses, the hotels, the clubs, and looks much like a European city. The legations are many of them, built with fine European style architecture. The race course has a large canal filled with water, and the same width as the track, running all the way around just inside the track; it is a novel, unique idea, and makes the race course look very pretty. When we get into the real native quarter it is just as much Chinese as any city we have seen.

This is the province that was governed by Li-Hung-Chang eighteen years, as viceroy, before he became premier of China; he is still remembered here as "the grand old man," and he was certainly one of the greatest men ever produced by

CHINA



THE GORDON BELL IN PARK, TIENTSIN.

In case of a general call to arms this bell would sound the alarm.

TIENTSIN

China. We were taken to the temple where he was accustomed to worship. There are no idols in or around it, and no doubt this was a "Confucian Temple," where they have no idols, but worship the memory of the man Confucius, who wrote many of the wise proverbs of China. Yuan-Shi-Kai, the president of the Chinese republic at present, was viceroy of this province for many years, showing that Chi-li province is a producer of great men.

We took train from Tientsin on May 29th "westward ho." Our general course will now be west and we are on our homeward journey.

At *Shan-Hai-Kwan* we stopped one night to see the "Great Chinese Wall," where it comes down to the sea. At this point the wall is much in decay, as the people have for several years been allowed to haul away the rocks for building their houses. The little city has about 60,000 population and is not of great importance at present. The one hotel there is called *The Railway Hotel*, as it is the only European hotel there it gets the traffic, but meals and beds are very poor, almost as poor as the Chinese hotels; still the prices are high. On the line of railway from Tientsin to Mukden are many flat plains which are traversed by numerous large water courses, which are rivers in the rainy season, but at present have not a drop of water in their dry rocky beds. This country grows much produce in the shape of beans, corn and wheat, for shipment, and at this time a large quantity of beans is piled up in sacks at the stations, waiting shipment. As the country is very dry and soil very thin, the crops must be small per acre.

MANCHURIA



SHOBEIEMON GATE, MUKDEN, MANCHURIA.

MUKDEN.

Mukden, in Manchuria, was our next stop on our homeward journey. This city now has a population of 200,000; is the capital of one of the six great divisions of China, and was the home of the Royal family of Manchus until they were deposed by the rebellion, which made China a republic. At present this Royal family is out of a job, and their family treasures are stored in the old palace in the central part of the city. We obtained, through our United States consul here, a permit from the authorities to see these treasures, *and such they are*. One string of pearls is five feet long, each pearl being nearly half an inch in diameter, five swords, the scabbards and hilts covered with precious stones; two daggers, the handles covered with diamonds; Mandarin coat, brocaded with pearls, and a great variety of valuable bric-a-brac. Also a display of old porcelain not equaled elsewhere: there is a carload of it, much being of the "Ming" dynasty, and over five hundred years old; delph-blue predominates. There are peach blow vases, rose tinted cups and saucers, and an endless variety of old and valuable porcelain ware. These articles might be sold now for the benefit of the government, and to the delight of the relic hunters. We drove out to the tomb of the Emperor Ta Tsung, founder of the Manchu dynasty, about five miles from the city, situated in a grove of pines; has perhaps forty acres enclosed by a wall twenty-five feet high. The tomb is a great mound of earth about seventy-five feet high; the approach to it is through two large Chinese temples, and there are four smaller structures with roof-like temples, at the four corners of the wall. The avenue leading to the tomb is guarded by statues of elephants, camels and horses on each side of the way, similar to those along the "Holy Way" to the Ming Tombs at Nan-king.

There is a handsome new monument erected in the suburbs of the city to the memory of the Japanese soldiers who

MANCHURIA



GATEWAY TO THE ROYAL TOMB, MUKDEN, MANCHURIA.
The mound at the right is the actual tomb.

CHANG-CHUN

fell in the recent Russian-Japanese war at this place. This is where the greatest battles of that war were fought, and the number killed in battle here was great.

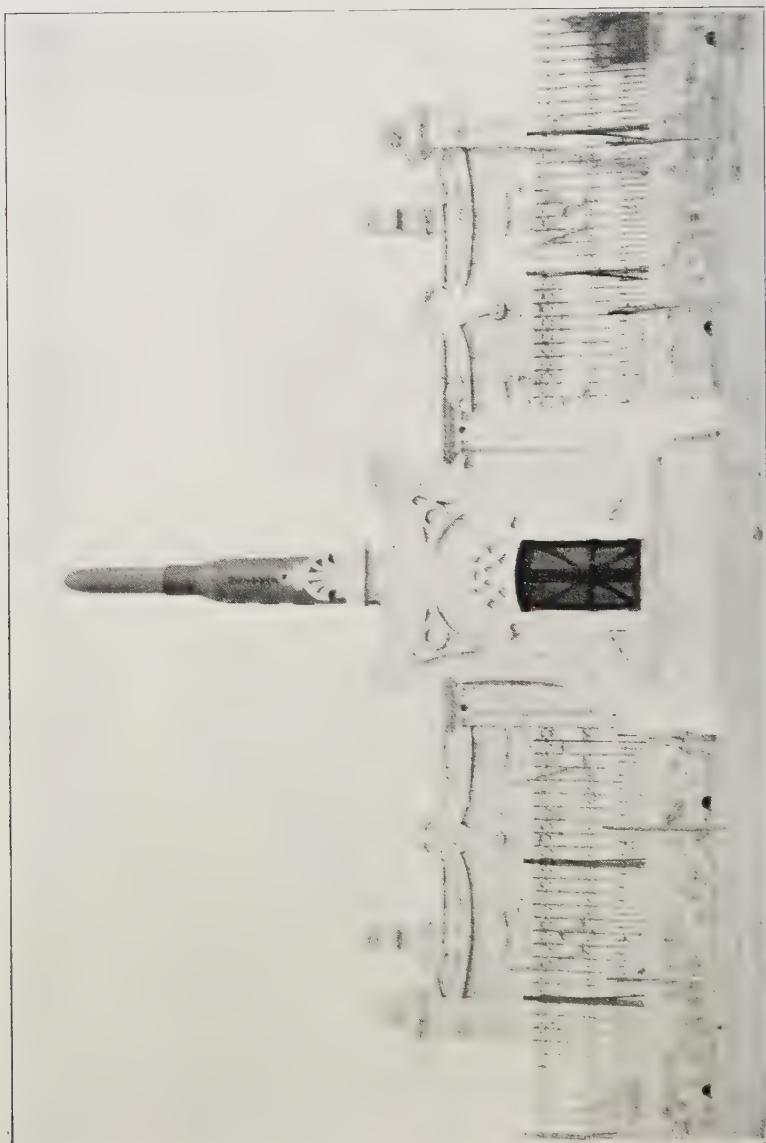
Mukden, in the Japanese section, is making good progress, and quite a new city is being built between the Chinese city and the railway station, but the city proper, which is entirely Chinese, has an old and worn out appearance and looks quite dilapidated.

We started on May 31st for Chang-Chun by night train and were much surprised to find a regular American sleeping car on this run, built in United States, and just like ours in all respects, even to the style of the checkered brown woolen blankets. This road, up as far as Chang-Chun, is owned and operated by the Japanese, and is a continuation of their railway through Korea. The Japanese government owns and operates the hotels along this railway. The soil here is excellent; the country looks better and the growing crops look better than we have seen elsewhere in this part of the continent. While this is Manchuria, and in fact belongs to China, yet the Japanese dominate everything, even in Mukden, and all through southern Manchuria, and the Japanese people are coming in here rapidly. It is our opinion that the Japanese will overrun this part of Manchuria, which is by far the best part, and gradually push the Chinamen out. In fact, they treat the Chinese like they (the Japanese) were already the rulers here; even the Japanese money is used, and we were compelled to change our Chinese money in Mukden for Japanese, and suffer a discount of six per cent in exchange.

CHANG-CHUN.

Chang-Chun—The Russians have built a branch railway from their Trans-Siberian line at Harbin, down to Chang-

MANCHURIA



MONUMENT AT MUKDEN IN MEMORY OF THE JAPANESE SOLDIERS WHO
WERE KILLED HERE IN RUSSIAN-JAPANESE WAR.

CHANG-CHUN

Chun in Manchuria, and are quietly filling up *North Manchuria*. We think this country is also lost to China, as the Russians are slowly settling up the country, and will, after a time, simply annex it to Siberia, as will the Japanese annex south Manchuria to their Korean possessions, which they have almost annexed already, without making any noise about it. At Chang-Chun we hurriedly changed from our good American car to a poor Russian sleeper; also again changed our Japanese money for Russian roubles and kopecks, paying another exchange charge, but fortunately we did not have much money left by this time and therefore did not lose much in exchange. Also we had to again re-check our trunks and pay charges, as there is no free baggage between Chang-Chun and Harbin. We found a Russian porter who could speak a few words of English, and understand our signs, so that we were properly transferred to the old Russian sleeper in the one hour allotted to us for that purpose, and were again on our westward way. As usual, the Japanese get the best of it, as in the division of Manchuria. The northern portion, occupied by Russia, is not nearly as good country as the southern portion. The soil is thin and poor, lies flat, and seasons are short and frosty at both ends, so that the grain raising is not a sure profit, and cattle raising here has the same objection, as they have to be fed through a long severe winter. We were not favorably impressed with northern Manchuria. There is very little timber in sight from the railway, although heavy forests are said to cover some portions. If so, that portion will sometime be valuable, as timber is a scarce article in northern China and Manchuria.

Referring again to our Russian sleeping car, there was not a good car on the train, and ours happened to have a *flat wheel*, which bumped, shook and rattled, greatly to our discomfort. Also our compartment was the smallest we have ever had, really not room to change our mind without going into the corridor; but after some urging we were assigned an ad-

HARBIN

ditional compartment, which fortunately was not occupied, and this made us as comfortable as we could be in such a poor car, and on a railway which is still rather new and rough. While our sleeping car was bad, and the road east of Irkutsk was rough, the meals in the dining car on this eastern end were excellent. For instance, the breakfast consisted of the sweetest bread and butter that we have ever eaten, hot tea and coffee, such as only the Russians can make, served in a glass, with plenty of sugar and excellent cream and milk. All the above for fifty-five kopeks, or twenty-seven and a half cents, our money. If we wished could have two boiled eggs for twenty kopeks additional; the lunch and dinner on this car were also good, and charges moderate.

HARBIN.

Our next important station was Harbin, and here our train was consolidated with a similar train from Vladivostok. Our trunks taken out, weighed and registered through to Berlin, Germany; no charge on our trunks this time. We were allowed one hundred and ten pounds each, free in the baggage car, and all the small hand luggage we could carry in our sleeper compartment, and we have now accumulated *seven* suit cases, telescopes, hold-alls and hand bags, and that is surely enough to carry in a small railway compartment.

After getting baggage and tickets properly fixed we drove up town for a short time in a Russian *drosky*, which is a light victoria carriage to which is attached three horses, one in shafts with a high bow over the shaft horse's neck going over from one shaft to the other; the other two horses are hitched, one on each side of the shaft horse, and the shaft horse trots while the two outside horses gallop. The streets are

MANCHURIA

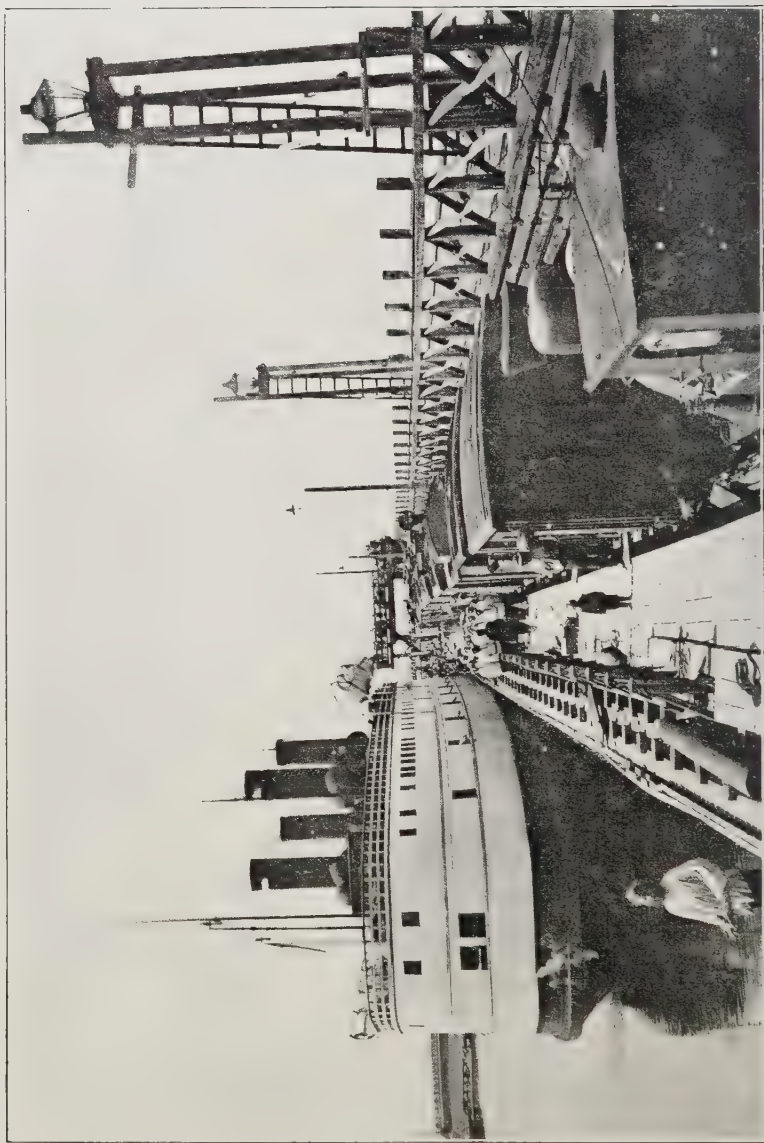
paved with the roughest kind of cobble-stones, and the carriage has no rubber tires. You may guess how that carriage rattled over such streets, with horses on the run. We met several carriages which were all on the run, like they would break the necks of all the passengers; that is the usual way of driving in a drosky in Russian Harbin. We were fortunate in getting back to our train with no broken bones.

Harbin is a rough unfinished frontier town, so far as we could see, a place which we would not seek as a permanent residence. After leaving Harbin we passed over a large expanse of flat marshy country where the water was a foot deep, a country so level that it would not drain. For many hours the road runs through this marsh, where the rails are laid on a roadway filled in only a few feet above the water. Farther along the country becomes a little undulating, so that the water drains off. The soil here is good and could be tilled, but it is almost uninhabited, simply a dreary prairie waste, until we near the mountains, and here we come to sand hills, which are too poor for cultivation.

MANCHURIA.

Manchuria, on the Russian frontier, is a place of some importance, and here our trunks were again removed from the train to the custom house for examination. The Russian officers were very kind. Only requiring us to open our trunks. They did not examine anything, but shut them and put a seal over the end, that they would not again be opened while in Russia. Regarding our hand baggage, the customs officials passed through the train, simply asking us where we were going; when we replied Americans, going to America, they did not even look at any of our hand baggage, but they required

SIBERIA



BOAT LOADING DOCK, LAKE BAIKAL, SIBERIA.

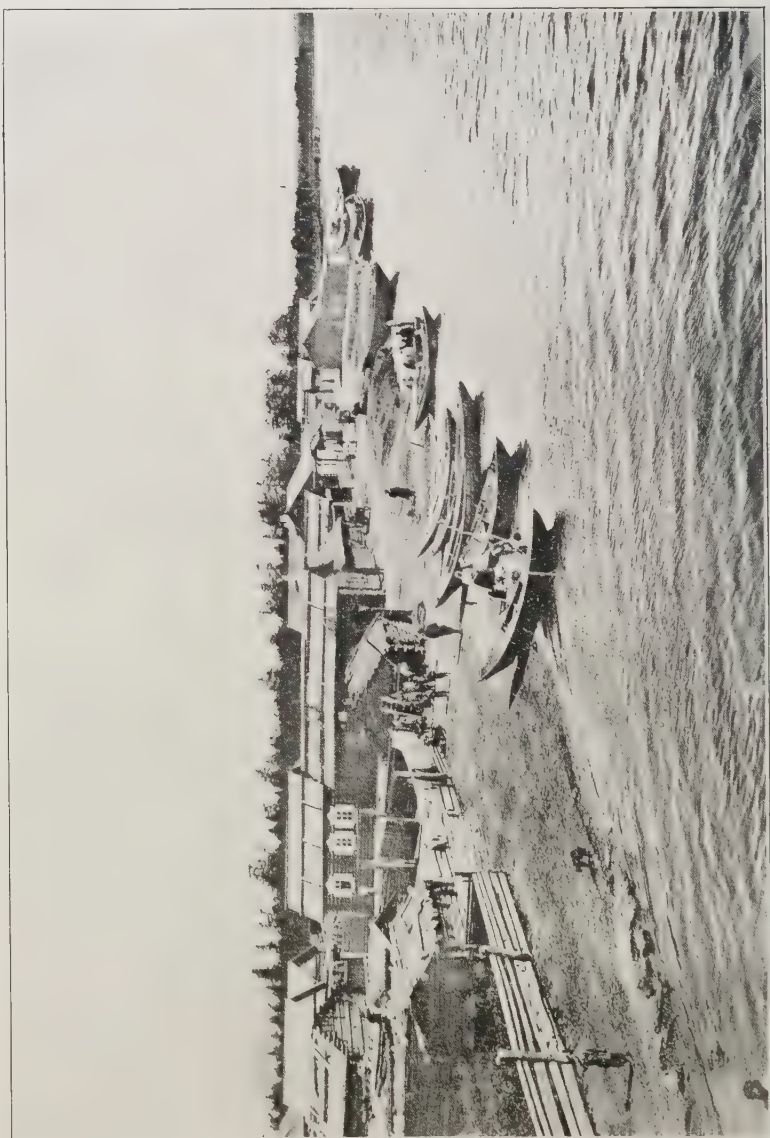
LAKE BAIKAL

some of the Germans in our car to open their hand baggage and searched them. From Manchuria to Irkutsk on Lake Baikal, the country is generally fertile prairie; good soil for agriculture, but is very thinly populated for many miles; no habitation at all. Here we frequently see long camel trains loaded with tea, coming north from the northern tea districts of inland China; sometimes a caravan would have a hundred or more camels, besides many ox carts. Here we met occasional immigrant trains bringing Russians to this far eastern Siberia. As soon as the mountain district is reached we see forests of the *beautiful silver-bark birch*, and a few pines, but the birch is the most plentiful and is used by the railway company for fuel, cross ties, building log houses and fences. At nearly every station there are several acres covered with birch cord wood. In this section the only fuel used by the railway engines is birch cord wood. The scenery in the Lake Baikal district particularly is fine. There are here many swift flowing clear water rivers and creeks with rock bottoms, winding through tortuous rapids, along the greenest of meadows beside steep mountains covered with pine and birch trees. The towns are *log houses* built of birch; the station buildings are *log houses*; the fences are built of birch rails and poles. All this gives this section the appearance of a pioneer country which is very interesting to us, and here we see many herds of cattle and horses grazing in the valleys. It was June 3d when we passed Lake Baikal, and the vegetation, grass and foliage were at their best, as spring had just come, after their long seven months of severe winter.

LAKE BAIKAL.

When we came in sight of *Lake Baikal* we were much surprised to see it covered with *ice*; as far as the eye could

SIBERIA



SIBERIAN VILLAGE ON THE BANK OF LAKE BAIKAL.

IRKUTSK

reach the heavy ice extended; some places where the edge of the ice was turned up it showed to be fully three feet thick, and near the shore in many places the snow was still lying thick and heavy under the pine trees.

Lake Baikal is the third largest lake in the world, being surpassed in area only by Lake Superior and Lake Victoria Nyanza; its length, three hundred and eighty miles, and average width forty miles. It contains much more water than any other lake, as it is 6,500 feet deep in places and has an average depth of 3,000 feet. We were skirting this immense lake for half a day and found it always covered with ice, until we rounded the southern end and turned north towards Irkoutsk on the western shore, the lake was free of ice. This is the only fresh water lake in the world where seals are found, and they are plentiful on the north end of Baikal.

IRKUTSK.

Irkutsk is situated on the west shore of Lake Baikal and is the most important city in this part of Siberia; has a population of 75,000, and is the capital of eastern Siberia. The governor-general has his headquarters here and there is a very large railway station here; also cathedrals, churches, theatres, and all things that go to make up a real city. It is an important center for the Siberian gold mines, which are located in the Yakutsk district; the moral and commercial life of this city is made up of exiles from Russia, some exiled for political reasons, and some for crimes of other nature. It is said to be the most lawless city in the world, and one should not be on the street after dark; in fact, to be on the street after dark would be simply to invite trouble; in such case the thugs would kill and strip the victim of every shred of clothing, leaving the

SIBERIA



RAILWAY STATION, SIBERIA.

IRKUTSK

unidentified body on the street, and the police make very little inquiry. We changed cars there at two o'clock in the morning, both trains being under one station shed, close together, and the daylight was sufficient for most work at that hour. We looked after the transfer of our hand luggage, and then after the transfer of our trunks from one baggage car to the other, also looked around the large station hotel, both outside and inside, and met with no lawless individuals. We think the city may not be so bad as reported.

On changing cars we found our reservation in a fine new International sleeping car; compartment large and comfortable and the road west of Irkutsk is much better than on the eastern end. The run for the remaining six days to St. Petersburg was as comfortable as could be expected in a new country. The dining car and meals, however, on the west end, were not as good as what we had on the east end of the road. There was not an individual in the dining car, or any other railway employee on that train that could speak a word of English. We had some trouble in making ourselves understood in the dining car; for instance, in ordering eggs we could not make the waiter understand what we wanted, until at last we crowed like a chicken, and then he understood immediately and brought the eggs. Still we did not suffer any great inconvenience. We were told by some friends to take a lunch basket well stocked, also an alcohol stove, and prepare our own meals, as we would starve otherwise; but we took nothing, and did not suffer for want of food. Also we were told to take mosquito netting along to cover the compartment windows or we would be eaten by mosquitoes. We did not see or hear a mosquito on the trip. No doubt there may be some later in the season, but not in the first half of June.

SIBERIA



TRANS-SIBERIAN RAILWAY STATION.

THE GREAT TRANS-SIBERIAN RAILWAY.

After leaving Irkutsk we passed through very flat country for a day's travel, part of which is swampy, the water for many miles being a foot deep over large areas. The tall grass appears above the water, but no solid earth, except the railroad bed. This part of the country is so flat that the water will not drain off, and probably this is the place where the Siberian mosquito gets his start in life.

Now we come to undulating country and the Yenisei river, great forests of pine and silver-bark birch, many small streams and farmers putting in their wheat, rye and oats; for that is about all they can raise here, as the seasons are so short. The grain now being planted must make the most rapid growth, as frost comes in latter part of August. The soil is black and very fertile, and there are some herds of cattle and horses in this section.

Omsk is quite a large city, on the Irtysh river, which is crossed on a high steel bridge. It has an important looking railway station and a grand cathedral, with several other large churches, each having five large gilt covered domes. This is a good cattle country and agricultural district. There are several large flour mills here, and we noticed some car loads of American harvesting machinery coming in for harvesting the next crop.

We meet immigrant trains frequently now, bringing the farmers from western Russia to settle this new country, which looks inviting to the settler who wants to make a home for himself and family, and the Russian government is aiding many poverty stricken people to locate here. While the soil is fertile, yet the seasons are so short that only small grain that matures quickly can be grown, and the same trouble comes with cattle raising; they must be fed for at least seven months of each year, and those we saw were so thin in flesh that they showed

SIBERIA



A HUNDRED ACRES OF CROSS-TIES ON SIBERIAN RAILWAY.

THE GREAT TRANS-SIBERIAN RAILWAY

plainly the results of a hard winter. The railway haul is also so long from this central part of Siberia, being *two thousand miles*, either east or west to market cattle or grain, that it takes a large part of the value to get anything to market. These are serious troubles which this country will have to face for all time to come, and we do not think the farmer pioneer in this country has a bonanza.

The Great Trans-Siberian Railway is the greatest enterprise in the railway line ever undertaken, being about six thousand miles long, or one-fourth around the world, and the most of it when built was through a non-productive country. Everything in the way of rails and railway supplies had to be transported thousands of miles. It was built by the Russian government at a *cost of four hundred million dollars, gold*, and it will in time pay a dividend to the Russian government. At present they are making great improvements in the way of cutting down grades, straightening the line and building double track. The traffic is growing and better facilities are being provided as fast as possible. At this season of the year the passenger traffic would be more than four times what it now is if the railway could handle the business offered. We made our sleeping car reservations in December last, for this trip, and then could not get on the International train, but had to take places on the St. Petersburg-Russian State train, which is not the best train.

There are three through Transcontinental trains each week now from Vladivostok and Chang-Chun, and the road would have more business than they could care for if they should run a daily International train each way. Undoubtedly this will be done as soon as they can get the road in shape and increase their rolling stock. We wish to mention the fact that locomotive engineers on this great railway stop and start their trains calmly, without jerking or bumping. Our own American engineers should send a delegation here to take lessons from these Russians in stopping and starting trains.

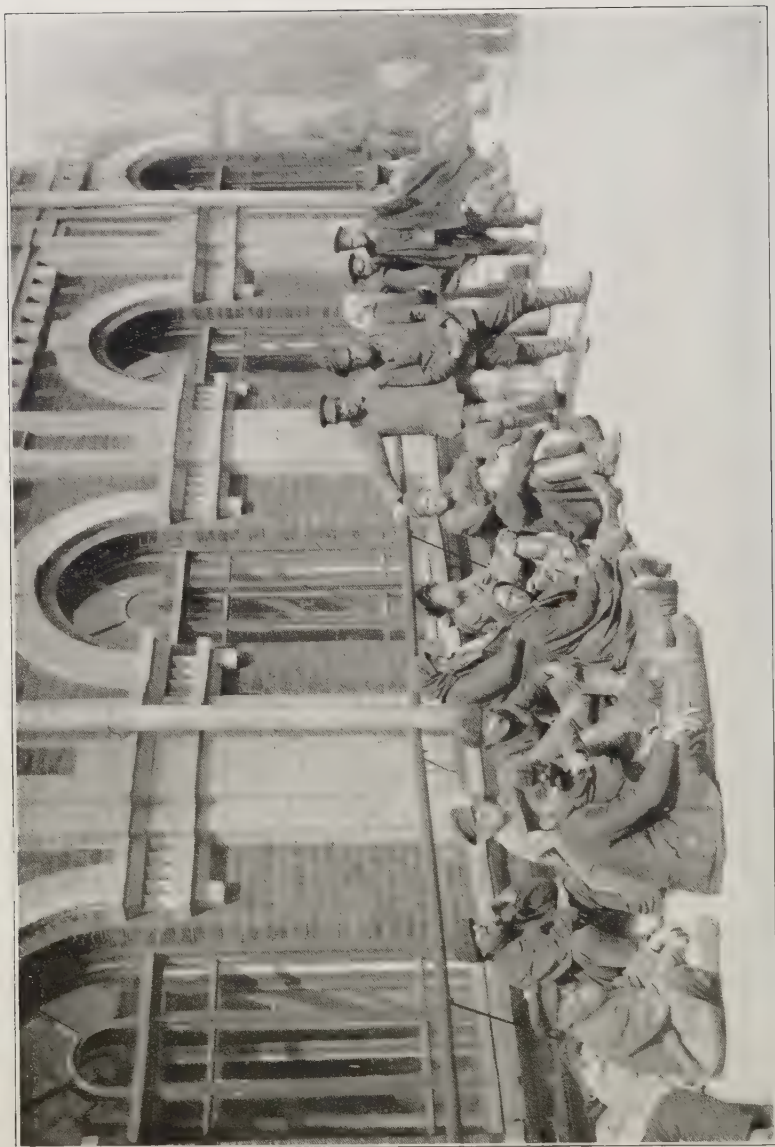
SIBERIA



TRANS-SIBERIAN RAILWAY STATION—Water tank located in top of this tower.

EUROPE

RUSSIA



IMMIGRANTS AT TCHELIABINSK—TRANS-SIBERIAN RAILWAY STATION.

TCHELIABINSK

Six days out from China we reached *Tcheliabinsk*, a large town having many churches with *green* domes and a golden bulb over all. This place is situated amid vast undulating fertile prairies, almost untouched either for cultivation or grazing, having beautiful small lakes, a charming country to the view of the traveler. There were great numbers of immigrants waiting for their trains at Tcheliabinsk. This is the junction where the St. Petersburg train leaves the main, or Moscow line, and it takes three days from this point to St. Petersburg. This line crosses the Ural mountains, where the scenery is fine, and the towns look prosperous, although nearly all the buildings are *log houses*, even the railway stations.

ST. PETERSBURG.

St. Petersburg, where we arrived after nine days of one continuous railway journey, is a wonderful city of nearly two million people, situated on the Neva river, and the Gulf of Finland, in latitude sixty, only about four hundred miles from the Arctic Circle. The sun sets at half past nine and rises at half past two, in June, but really daylight continues all night. We were awake at midnight and workmen were then at work on a new building without artificial light; the city street lamps are not lighted at all between May 20 and July 20, as daylight is so bright they are not needed.

St. Petersburg has fine wide streets, and a rush of business, reminding us of our largest American cities. It is a city of palaces. On the street running parallel with the Neva, and facing it, is a continuous line of palaces belonging to the Czar and numerous princes, at least a mile long; besides the palaces

RUSSIA



PROSPECT NEVSKY, ST. PETERSBURG.

ST. PETERSBURG



ALEXANDER BRIDGE OVER THE NEVA, ST. PETERSBURG.

RUSSIA



ST. ISAACS CATHEDRAL, ST. PETERSBURG.

ST. PETERSBURG

of many other princes scattered over the city. Also it is a city of most beautiful architecture, and is most interesting. We spent two days here and could have enjoyed a week at Russia's great capital.

We visited the Czar's winter palace, which fronts the Neva, and spent an hour and a half in viewing the many beautiful ball rooms, entertainment halls, theatre, chapel, living rooms, conservatories, picture galleries, and other rooms too numerous to mention, until we were tired of walking, and told our guide that we would omit seeing the balance. We have viewed some of the most beautiful palaces in the world and do not hesitate to say that the Czar's winter palace in St. Petersburg is the richest and most beautiful palace of any we have seen. Among the many interesting rooms in this wonderful palace we were shown the working room and bedroom adjoining of Alexander II, the grandfather of the present Czar, and the Czar who freed the Russian serfs; he was killed by a bomb on the street in 1881. His desk and everything in the room is kept just as he left it, even to his pocket handkerchief, which he always kept lying on the desk and some buttons, which were found in his pocket; all his family pictures just as he kept them on his desk, and ranged around the room; they even offered to turn down the bed clothes and show us the blood stains where he died, but we declined this last sight.

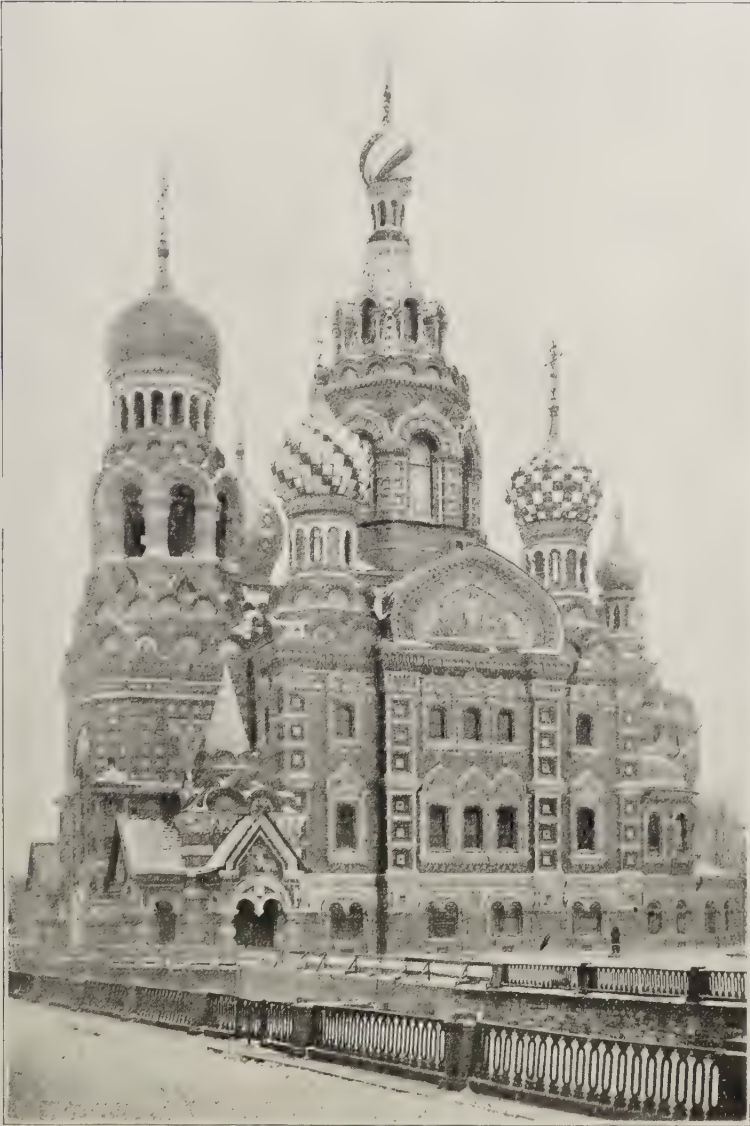
We visited St. Isaac's Cathedral, cost nearly twenty million roubles, and the richest of all churches in gold ornamentations; solid silver railings and pearl work, solid columns of alabaster, columns of malachite—others of lapis lazuli—all the most costly materials used in the construction of the wonderful cathedral. The spire is 336 feet high and it was 16 years in building. Although the architecture is simple and plain, it fastens itself in the memory as unique and not equalled by any other. In front of this cathedral in a large park or garden stands the statue of Peter the Great, in bronze, sitting on a

RUSSIA



STATUE OF PETER THE GREAT, ST. PETERSBURG.

ST. PETERSBURG



MEMORIAL CHURCH ON THE SPOT WHERE ALEXANDER II
WAS ASSASSINATED, ST. PETERSBURG.

RUSSIA



ST. SAVIOUR CATHEDRAL MOSCOW.
Viewed from the Square in front of the Cathedral.

MOSCOW

rearing horse, and that standing on a granite boulder as large as a ten room house. This rock was brought from a quarry eight miles distant, and across the Neva. It had to be rolled all the distance, and a special bridge made to get it across the river. We also visited the St. Casion cathedral, where we saw in front of a picture of Christ, one of the nails from the original cross. It is about the size of a twenty penny spike, appears to be wrought iron; we could not handle it, as it was in a glass case.

The Memorial church, for Alexander II, is built on the exact spot where he was killed; that part where he fell, the bloody street pavement, was railed off and is now shown inside the church; the blood stains are still plainly seen. This church is the most gaudy with brilliant colors, and many domes and spires, of any in St. Petersburg. The work is mostly mosaic outside, and altogether mosaic inside; that is, every picture, and there are hundreds of them, is done in mosaic. This city is not only the capital of the Russian Empire, but one of the most artistic capitals of the world, with many monuments of Russian architecture.

MOSCOW.

Moscow was the place of our next visit; a city of 1,300,000 population, *the most churchly place in the world*; there are six hundred large churches and over four hundred small ones. As we left our hotel for a drive around the city we first went through a large paved open space, called "*Red Square*," which is the place where "Ivan, the terrible" sent his victims for execution. This leads us direct to the church of St. Basil, which has eleven domes, or spires of different colors, and makes a very striking sight (built by Ivan over three hundred years ago). It is outside the Kremlin walls, and is peculiar in hav-

RUSSIA



CATHEDRAL DE BASTILE, MOSCOW.

MOSCOW

ing no large audience room, but is entirely cut up into small chapels which would hold only about twenty people each, some even smaller. It reminds us much of the Tower of London with its many small rooms and narrow passages.

We now turn towards the Kremlin and enter by the *Redeemer Gate*, which is only two or three hundred yards distant. This gate has a large golden icon of the Savior over the arched entrance, and woe to the individual, be he high or low degree, who forgets to remove his hat as he passes through. Such an omission would result in the hat being knocked off, and possibly his head also.

The Kremlin simply means "behind the wall," and this wall encloses most of the historical places in this great city of churches. The highest hill in the city is inside the Kremlin, and from there we have a great view of Moscow in all directions. The Czar's palace is in the Kremlin, and he was here on a visit last week, for the third time in nine years; Moscow had a great holiday and celebration in honor of his visit.

The three most important churches are here, being the church of coronation of the Czars, the church where the marriages of the Czars take place, and the church of the funeral ceremonies of the Czars. Also the arsenal, the Hall of Justice, barracks for soldiers, army hospital and Bell Tower. The church of the coronation was open and having service while we were there; we joined the throng and went in. There is a soldier with a gun at each door to prevent individuals being hurt by crowding. We saw the seat where all the Czars are crowned, and many sacred pictures on the walls; most of them were gilt, and some were much damaged by the continual kissing bestowed by the devout. The church was much crowded and the place had a smell that was not agreeable; accordingly we did not tarry long.

The Bell Tower is near this church; there are thirty-six

RUSSIA



RUSSIA'S GREATEST CANNON IN THE KREMLIN, MOSCOW.

MOSCOW

bells hung in it, two of which are silver. "The Great Bell of Moscow" stands beside the Bell Tower upon a platform of brick built for it. This is the largest bell ever made, weighing two hundred tons, made of bronze. A fire in the tower shortly after it was hung broke out a piece weighing nine tons.

Passing along a short distance the "Great Cannon of Moscow" is standing on a stone platform about four feet high; this cannon is about fifteen feet long, has a bore thirty-six inches, and its walls are six inches thick, with many battle figures cast on the outside. It was evidently cast for show, and never was fired, and probably never will be. From this big cannon down to one of the gates, about two hundred yards, there are *eight hundred and seventy-five bronze cannon* placed on a raised platform of rock which resembles a sidewalk. The Russians show these cannon with evident pride, as they were all left here by Napoleon when he made his famous march to Moscow.

St. Saviours Cathedral, built on a prominent hill outside the Kremlin walls, is among the most beautiful and costly churches in the world, said to have cost thirteen million roubles, built square on the outside; it has entrances going up wide flights of stairs at each of the four points of the compass. On the inside the main audience room is in the form of a Greek cross. A marble tablet near the entrance has the record that this cathedral was begun in 1839 and completed in 1883, thus being forty-four years in building. The chancel is built of white marble and is very high, the most prominent object inside this magnificent church.

RUSSIA



ALEXANDER III, FATHER OF THE PRESENT CZAR, MOSCOW.

RUSSIA IN GENERAL.

The population of Russia is 155,000,000, and the area occupied is three times the size of our United States. It is the greatest empire *on land*, but is made up of many different peoples, and not so well welded into one nation as many other governments. There are thirty-six letters in the Russian alphabet, and it is the hardest language to read or speak that we have ever tried. Their numerals are the same as ours. Their money is the rouble, worth about fifty cents of our money, and one hundred kopeks to the rouble. They have some ways that look queer to us. To illustrate: they have double windows everywhere, and close them tight, never permitting any fresh air to come in from fall until spring, directly opposite our plan of fresh air to prevent tuberculosis. We saw many old people in Russia who had lived in these air-tight homes to a good old age, and never had tuberculosis. Query—which is the best treatment? Perhaps a medium between the two.

The peasants dress in fur caps and sheepskin coats, with the wool side turned in, as it is a country of long cold winters; but many of them are still wearing this winter clothing in June. Among other strange things in Russia is their plan of keeping St. Petersburg time over the whole railway line, from Irkoutsk to St. Petersburg. When we went in the dining car for breakfast one morning it was eight-twenty by correct local time, but their railway clock showed time to be forty minutes after three. Some of the passengers who were not very well, were wearied by the long railway journey of nine days without a stop. For myself must say that I enjoyed the trip across Manchuria, Siberia and Russia very much. We had an excellent large sleeping car compartment after leaving Irkoutsk, and the food was good. The ever changing landscape scenery is always a pleasure to me, as well as the changing people along the route. I

RUSSIA



GENERAL VIEW OF THE KREMLIN, MOSCOW.

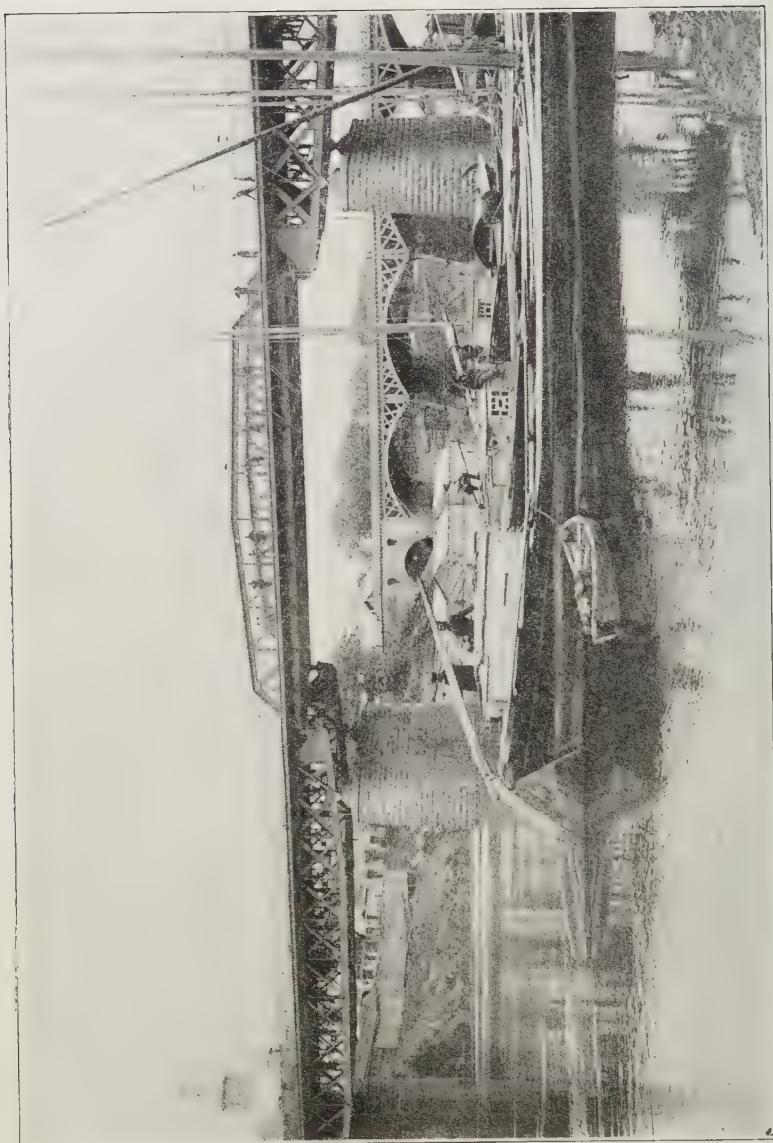
RUSSIA IN GENERAL

was feeling fine on arrival at St. Petersburg, and should opportunity offer, would be glad to make this trans-Siberian railway journey again.

The examination of passport, and customs examination of baggage was done with the least possible inconvenience to us. At Manchuria an English speaking officer passed through the train to examine the hand luggage, which was not removed from the car; looking into our compartment he asked "where are you going?" We replied, "we are Americans, going to America;" he simply said "good-bye" and did not examine anything. We object strenuously to the rule the Russians have regarding photographs. On our first attempt to take a photo beside the train in Siberia we were stopped by a soldier, and there was always a soldier on guard at every station. The only way we took any pictures along the railway line was to watch for the guard, and slyly take a shot when he was not in sight, or take them from the inside of the car, through the double windows. We would prefer to have free permit to take pictures of anything that looked interesting, the same opportunity which we have in all other countries. Aside from their objections regarding photographs, no people could be more kind or obliging than the Russian officials, railway employees, hotel employees, and all with whom we came in contact in Russia. We have heard travelers say that they hesitate to make a trip in Russia, as they have been told that hotel employees, railway officials and government officials do not hesitate to break open trunks and loot them at their pleasure, and that there is no recourse. Such is not our experience.

On leaving St. Petersburg for Moscow we desired to check three trunks straight through to Berlin, but had not time to do so before our train left; therefore we left these trunks in our room at the Hotel de Europe, and requested that they check them to Berlin and send us the checks by mail, in care of our hotel in Berlin, all of which was done to our entire satisfaction. Travel in Russia is just as safe and comfortable as in

RUSSIA



BRIDGE SCENE, SMOLENSK, RUSSIA.

RUSSIA IN GENERAL

the United States. The hotels are as good and prices no higher; and railway *fares* considerably less than in our country.

From Moscow we went direct to Berlin, not stopping at the large manufacturing city of Warsaw, which we passed through in daytime. The country through southern Russia does not look prosperous, the crops show that the soil is thin and worn, and the farmers' homes show the direst poverty, hardly a prosperous looking farmer's home to be seen. They are covered with straw thatched roofs and the walls are not painted. We did not need to be told when we passed the frontier into Germany, as the marked improvement in the manner of crop cultivation, the better looking crops and improved homes of the farmers each told the fact that we were now in thrifty Germany. We passed in a few hours the cities of Posen, Beutscheim, Frankfurt, and several other smaller places, all showed plainly the German care, thrift and prosperity; even the road-bed was better, and our train hustled along at the rate of fifty miles an hour through small towns and over their switches at the same rapid gait; we would rather go a little slower over the switches.

GERMANY



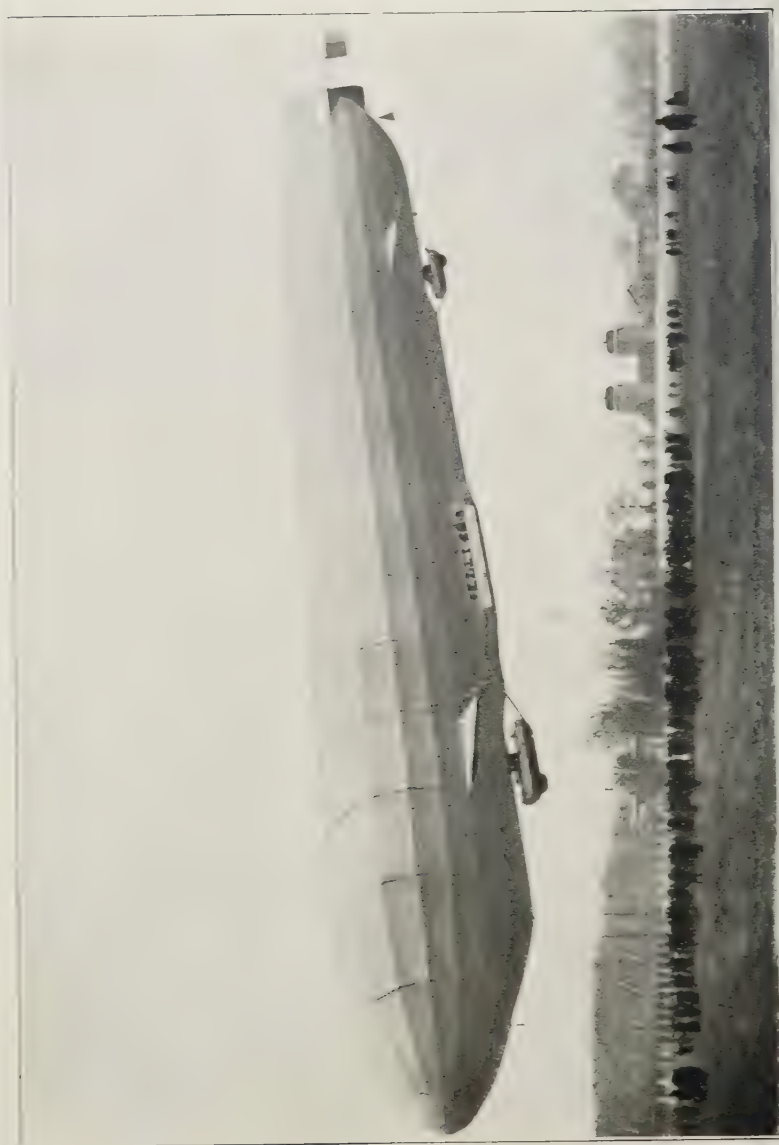
THE REICHSTAG, BERLIN—STATUE OF BISMARCK ON THE RIGHT.

BERLIN.

Berlin—We arrived at the greatest city of Europe, except London, at half-past eleven at night, and were soon comfortably located at our hotel, where we spent the next two hours in pleasure, reading our letters from home. Indeed we seemed to be almost home, as some of our letters were only two weeks old. We noticed "Unter der Linden" nearly filled with people when we came in from the station near midnight, and guessed that some celebration must be going on. Next morning we learned that it was the *twenty-fifth anniversary of Kaiser Wilhelm's reign,*" a *three days' holiday.*

We never saw such a mass of people as on these streets. Berlin has a population of three and a half millions, and they were all in the streets, with some visitors in addition. Every time we went out for a drive to see the city we were compelled to abandon our car several blocks from our hotel and push our way through the crowd to get back at all. Everywhere were gala-day banners on the walls, and in the windows; business houses mostly closed, and people celebrating. Berlin is much like our best American cities; Unter der Linden is quite like Fifth Avenue, New York. We cannot describe, on so brief a visit as ours, the many places of interest in Berlin, such as the emperor's palace, the treasury, congressional halls, bourse, cathedrals, monuments, arc-de-triumph, or street of honor, where statues of great men of the past are located on either side about twenty yards apart for half a mile. And the wonderful parks in every direction, some in the central part of the city; also the miles and miles of handsome homes with beautiful landscape gardens, etc.

GERMANY



ZEPPELIN AIRSHIP JUST STARTING, POTSDAM, GERMANY.

ZEPPELIN AIRSHIP.

On our second day there we bought a ticket for a trip in the *Zeppelin Air Ship*, which flies from Potsdam, about thirty miles out from Berlin. Taking train out we were soon at the airship shed, to learn greatly to our disappointment that the ship would not fly that day, although the weather was all that could be desired. On account of the emperor's anniversary the soldiers have a holiday, and it requires sixty soldiers to push the immense ship out of the shed, and start it. However, the obliging attendants took us in the building and gave us all the information they could, even putting up their big step ladder and sending us up to look into the room where we would have been in the airship. This room is about twenty-four feet long and eight feet wide; is in the under part of the balloon, mid-ship. It is supplied with carpet, comfortable chairs, and large windows beside each chair, that the passengers may "view the landscape o'er." There were twelve chairs in the room. This airship is a steel frame covered with heavy canvas or cotton duck; her name is Victoria Louise. She is four hundred and sixty-two feet long, about fifty feet in diameter; is floated by *sixteen balloons, each containing eleven thousand cubic feet of gas*. Shaped like a cigar, she has one large windmill fan, or propeller, on each side in front, and same in rear, driven by two large electric motors in front, and one in rear. She usually flies every day if the weather is favorable; has never had an accident while in the air, but has had some in starting and landing. There are three of these Zeppelin airships now in use in different parts of Germany. The fare for a ride of an hour is twenty-five dollars (one hundred marks), on holidays, and twice that on ordinary days. Reluctantly we left the airship to see the other sights of *Potsdam*.

GERMANY



PALACE OF VERSAILLES, FRANCE

POTSDAM.

We visited the mausoleum of Frederick III, and Empress Victoria, father and mother of the present emperor, Kaiser Wilhelm. This mausoleum is in shape like that of President Grant, and Napoleon, not so large as either, but very much more expensive and beautiful. The white marble figures, life size of each, Frederick III and his wife, lie here. This mausoleum was erected by Kaiser Wilhelm, as a resting place for the remains of his father and mother. Just outside the door, and under a canopy, is a statue of Christ, about twice life size, made of bronze. "Frederick the Great" built a palace here at Potsdam in 1769, and that is now the summer residence of Emperor Kaiser Wilhelm. We went into the garrison church for a few moments and saw in a vault behind the pulpit the coffins which contain the remains of Frederick William I. and Frederick the Great. Napoleon opened the coffin of Frederick the Great and took the sword which was interred with him, but this has since been restored to Germany, and is now on exhibition in the museum. *San Souci Palace* is the great show place of Potsdam and is well worth a visit, but the beautiful grounds have more attraction for us than the palace. We were in a rush to get home; we only remained in Berlin two days and left by rail for

HAMBURG.

Hamburg, which is a great shipping port, with a population of a million. Its many canals are filled with all kinds of canal boats and sea-going ships, and lined with stately warehouses of quaint old Dutch architecture. We had never dreamed of this staid old city as one of the most delightful seaside summer resorts, but such it really is. The river Ulster here

GERMANY

widens out until it is a mile or more wide and looks like a beautiful lake with its many boat club-houses, and rakish oar-boat shells for racing. Many small steamers plying from a dozen landing and embarking piers, all around the shores; fare for a steamboat ride all the way around, ten pfennigs, equal to two and a half cents, our money, forms part of the attractions only. Also the hundreds of beautiful homes, with long landscape gardens sloping down to the water, with flowers, grass and trees at their best in June makes one think this is surely the most delightful of all places in Europe to spend the hot summer months. We spent a delightful two hours in the later afternoon, in a motor car, seeing beautiful old Hamburg, and left with reluctance, as we would like to have spent a month there.

In the morning early we were off again for a two hours railway trip to Cuxhaven, where we embarked on the Kaiserin Auguste Victoria for New York, where we arrived on time, June 27, 1913, after being away a little more than five months, having traveled much farther than we did in our trip around the world. If we had returned from Japan across the Pacific the distance to our home would have been about six thousand miles, sea and rail. While returning by the route we took, through Japan, Korea, China, Siberia, Russia, Germany, and across the Atlantic, the distance by sea and rail was about thirteen thousand miles, making our journey about seven thousand miles longer than a trip around the world; and now to see our loved ones at home is the most pleasant part of our long journey.

We have had a trip full of interest, through countries which are very different from ours, being five thousand years older, but by contrast we think very inferior, both in people and empire to our own fair land, which, in our estimation is the best country on earth. Take a view at a globe and you will see that our travels this time lay directly on "The Other Side of the Earth."

